

# MARINE RECORD

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## LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and to improve the character of the service rendered to the public.

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## MEDALS FOR NAVAL SERVICE.

Acting upon the recommendation of the Naval Board of Awards, the Secretary of the Navy has approved the designs for the two medals provided for by congress to commemorate the achievements of the United States navy in the campaign in the West Indies during the Spanish-American war. Of these two medals the first is known as the battle medal and the second as the meritorious medal. In a report to Secretary Long the board of awards points out that this battle medal is not for any one engagement but it is intended for all men who participated in the Porto Rico and Cuban trouble.

The medal will not be known as the Santiago medal as it will bear upon the reverse, the name, rank and name of the battleship the recipient served on.

The meritorious service medal is for those who have rendered distinguished service otherwise than in battle. It will go to such men as Hobson, Victor Blue, Lieut. Ward, Lieut. Buck and a very few others. The design is a five-pointed star in open work and encircled by a laurel wreath and supported by a bar, the whole backed by a red, white and blue ribbon. On the face the five points of the star bear the inscription:

"United States Navy in the war with Spain, 1898."

A foul anchor fills in the center of the star. The name of the recipient will be engraved on the back.

The board has decided and the Secretary of the Navy has approved the recommendation that the sailors and mariners who engaged in blockade duty shall have a meritorious medal as well as the men who actually participated in the fighting. Everybody who was in the campaign, blockade or fight, will get a medal of one kind or the other. Hobson and his men will get medals from Secretary Long and in addition they may get battle medals for being aboard the New York or other vessels that engaged in the action.

It is also held that officers and men of the United States fleet, who assisted in saving the lives of the Spanish sailors from the wrecks should receive meritorious medals.

## CANADIAN HYDROGRAPHIC SURVEY.

The Dominion department of public works has arranged to continue this season the hydrographic survey begun last year of the Canadian side of the St. Lawrence River, between Kingston and Prescott. The channel in use by vessels is partly on the American side. That an equally safe channel exists on the north side of the river is maintained by those best acquainted with its navigation, and they attribute the

use of the American route by Canadian vessels to the force of custom rather than to any superiority of the southern passage. The hydrographic survey, however, will fully determine whether this is so, and also at what point, if any, the northern channel needs improvements to make it as safe and easy as the route on the United States side.

The survey is in charge of S. J. Chapleau, C. E., Ottawa, Ont.

## THE NEW SHIPPING BILL.

It is understood that Senator Frye is already busily engaged in framing a new shipping bill which will be introduced as soon as Congress gets fairly to work in December. The new bill will have none of the complicating features of the measure that was so long discussed last winter. The friends of the shipping interests of the country were puzzled over the details of the old bill and could not understand it in all its parts. In its new form it will be so shortened and simplified that it will easily be understood. The main features of the bill will be adhered to, but the construction will be so clear that the enemies who will be ready to attack it, will find that they cannot mystify phraseology, nor condemn by inference.

Matters have occurred since the adjournment of Congress that show the great necessity for the advancement of our shipping interests. The extraordinary growth of our exports is a matter which has arrested the attention of thinking citizens and a feeling of deep regret is apparent that most of the vast American trade is a source of enrichment of foreign ship owners and companies of foreign capitalists. A large and efficient merchant marine is a source of strength to a nation that is made apparent every day. Nations most successful on the seas subsidize their most important companies in order that export of goods may follow the flag. It is an encouragement to commerce that is essential to the success of ocean traffic.

## A BUSY WISCONSIN SHIPYARD.

A busy season is being experienced at the Burger & Burger shipyards, Manitowoc, Wis. A scene of activity is witnessed in every department and there is the indication of prosperous business conditions that tell of the reputation acquired in years of shipbuilding and repair work.

Among the contracts now under way is that of a tug for John Coffey, Manistique, Mich., the name of which has already been raised. The dimensions of the tug are 78 feet over all, 17 feet beam and 8 feet depth. The boiler is to be built by the Manitowoc Boiler Works, and everything is to be in readiness for the completion of the tug by July 1. A second tug, the keel of which has just been laid will be 72 feet over all with a 15 foot beam and 7 1/2 foot hold. The contract is for the Borkenhagen, Mader & Scherer Co., of Kenosha, Wis., and she will also be ready by July 1.

The schooner F. E. Spinner, damaged in a collision on the St. Clair river last fall, and on which there has been some controversy for payment of insurance, will be entirely rebuilt, having new stern, deck, beams and new bows. Work is now under way, the marine insurance having been settled.

The steamer City of Louisville, taken to the yards several weeks ago, greatly damaged by fire, is now receiving a general rebuild and will be practically a new boat when again placed in service, which it is expected will be about a month hence.

A large amount of other work and repairs to vessels is being carried on, and it is also learned that the yards have contracts sufficient on hand to complete the season.

## SHOALEST LINK IN THE CHAIN OF LAKES.

Joseph Ripley, assistant engineer in charge of the canals at Sault Ste. Marie, Mich., says of the draught of water in channels of the St. Mary's river:

"Above the locks the river is at the normal stage, so that there is a clear depth of water in the channels of 21 feet or more. At the present time the water is two inches higher than it was a year ago, and has averaged that amount since last January. Below the locks the river is two feet below the normal stage, but it is three inches higher than it was a year ago this time, and has averaged four inches higher since January than it was the first five months of last year. There is at least 18 feet depth of water in the sand and clay cuts and about 20 feet in the rock cuts. As the total amount of rainfall thus far this year is nearly two inches less than the average, it is quite probable that the usual rise of the water in the river will take place, and that by next September the water will be 12 to 15 inches higher than at the present time."

The section of shoalest water in the connecting rivers of the lake system last season was in the vicinity of Ballard's Reef and the narrow channel between Bois Blanc Island and Amherstburg, near the mouth of Detroit river, where dredging on a large scale has been under way for several years past. It is now reported from that section that the depth of channel all the way down from Ballard's Reef to the mouth of the river is fully equal if not better than it was last year, although the stage of water is about six inches lower. The increased depth is, of course, due to progress with the dredging operations. The shoalest spot now between Detroit and Lake Erie is the Lime-Kilns cut. This cut is being widened to 600 feet, and the government engineers have located to the westward of it a channel of 300 feet width and 13 feet depth, which will shortly be buoyed for light draught vessels, so as to relieve the situation while the widening of the Lime-Kilns is under way. A contract is placed for widening to 500 feet the channel between Bois Blanc Island and Amherstburg. This channel will, of course, be dredged to the full depth of 21 feet.

## LAKE FRONT RIGHTS AT CHICAGO.

An unobstructed view of Lake Michigan was held to be within the inherent right of every property owner on Michigan avenue between Randolph street and Park Row. Judge Clifford, sitting in the circuit court, made this decision in refusing to dissolve the injunction restraining the Chicago Yacht Club from erecting its club house on the breakwater at the foot of Monroe street. His ruling is regarded as a radical departure from the generally accepted status of the lake front question. On its face the refusal to dissolve the injunction against the yacht club is of no great import to any one outside the yacht club and the party who obtained the injunction. But a tremendous amount of litigation lasting over years, the tying up of all plans for the lake front, and the abolishment of the present lake front park are said to be some of the things that threaten if Judge Clifford's decision is sustained.

Notice of an appeal was given by the club's attorneys, but it scarcely can be heard before fall. In the meanwhile the Crerar library building, planned for the lake front, will be held up, as will the lake front armory and other proposed structures.

A DISPATCH from Washington, D. C., announces that the Navy Department had informed the War Department that it can make no use of the transport Rawlins. A board of officers will be appointed to appraise the value of the Rawlins and it is likely that she will then be offered for sale.





## DETROIT.

*Special Correspondence to the Marine Record.*

George Wisner, Esq., favors the Georgian Bay canal through to Lake Ontario.

The West Bay City yards of the American Ship Building Company seems to have shut down indefinitely.

The steamer Cadillac, Capt. H. H. Parsons, found a log in the Lime Kiln Crossing and broke three blades of her screw, she had to be dry docked this week.

The new steel steamer Charles F. Neff will leave the yards of her builders, the Jenks Ship Building Co., Port Huron, Saturday next and will go to Washburn for a cargo of lumber. The new boat will carry between 1,200,000 and 1,300,000 feet.

Articles of incorporation have been filed for the Soo-Detour Ry. Co., capitalized at \$500,000, for the purpose of building a line between Sault Ste. Marie and Detour, a distance of 53 miles. W. L. Murdoch, of Sault Ste. Marie; W. D. Hitchcock, of Detour, and Eber W. Cottrell, of Detroit, are interested in the scheme.

The Tuesday report says that the Volunteer and Magnetic, bound down, are aground in Hay Lake. The Bartlett, bound up, is aground at Dark Hole. The Craig and Twin Sisters, also upbound, are aground above the canal. The weather has been very foggy all night and during the forenoon. All of this, and the U. S. R. cutter patrol to the fore just the same.

Searchers along the beach of Au Sable came upon the body of Capt. M. H. Place on Tuesday. He was a Cleveland man, who was master of the steamer Baltimore. Capt. Place, with his wife, was lost when the Baltimore foundered in the last big storm on the lakes. Mrs. Place's body was recovered a short time ago. The body of Capt. Place will be sent to St. Clair for burial.

The announcement is made in a novel way, by the Detroit & Cleveland Navigation Co. that their entire fleet is now in service. This comprises seven boats, City of Cleveland, City of Detroit, City of Mackinaw, City of Alpena, City of the Straits, State of Ohio and State of New York. All of these boats are represented on a card in which they are drawn up in line, and all steaming at top speed.

The Saginaw Lumber & Salt Co. received this week a large raft of logs from Meldrum Bay in Canada. It contained over 3,000,000 feet. The logs were towed across the lake by the tugs Vigilant and Howard, and they left immediately for another raft. The Company is expecting three more rafts of 3,000,000 feet each from Little Current, one from Byng Inlet and one from Chessolon, all Canadian.

The accident to the lower gates of the Poe lock at the Soo early this month, and the many subsequent groundings of vessels using the Canadian lock, show the imperative need of enlarging the Weitzel lock as soon as possible. Vesselmen are discussing the situation, and it is said the Lake Carriers' Association will take up the matter at its next meeting, and arrange to place before Congress the necessity for immediate action.

The Lehigh Valley liner Mauch Chunk, Capt. McFarlane, touched here on Monday on her first trip. Manager George B. Drake of the Buffalo Dry Dock Co., her builders; Chief Engineer F. G. Rogers; Electrician C. A. Darcy, and O. H. Snyder, representing the Detroit Shipbuilding Co., came here from Buffalo on the new boat and say she came up to all expectations. She averaged thirteen miles an hour with a cargo of 5,750 tons of coal.

Four of the largest planing mill, box factory and lumber firms in the Saginaw Valley will combine with a capital of \$1,000,000 under the name of Merston, Schuette, Parker & Co., office in Saginaw and main yards in Bay City. The firms are W. B. Merston & Co. Schuette & Co. and S. L. Eastman & Co., of Saginaw, and the Eddy-Sheldon Co. of Bay City. The company has not yet been organized, but is expected to be in operation by July 1.

The well known yachtsman Capt. "Kid" Wilds, announced as early as March 24 that a whole lot of northerly

weather would be experienced during the early part of the summer. He based his opinion on the fact that the wind was northerly when the sun crossed the line, and that it would be prevalent in that quarter for the succeeding three months. This theory may not be scientific, but it is said that it appeals to reason. All I could say was "G'wan there 'Kid' and quit yer kidding."

The regular summer schedule of the Detroit & Cleveland Navigation Co. is now in full swing. From a small beginning the line has grown rich, until today its vessel property is roughly estimated at \$2,000,000. This year marks the fiftieth that David Carter has been connected with the line. He started in as purser on one of the boats, and has been general manager for thirty years. The summer tourist and excursion business this year is expected to be larger than last, and preparations are being made to meet the increased demand. The company has issued a large book entitled "The Spirit of the Inland Seas," containing 79 pages, and full of scenes and sketches of the upper lake resorts and Mackinac. It is one of the handsomest and most cleverly designed books ever gotten up by any steamboat line on the Great Lakes, and is the result of the enterprise and genius of the passenger agent, A. A. Schantz. "Lake Tours" is the title of a small book, just issued, with splendid views of Mackinac, and containing cuts of the captains of the boats.

## CLEVELAND.

*Special Correspondence to The Marine Record.*

Michipicoten ore to Lake Erie ports is quoted at 70 cents, with chartering limited.

The steamer Paraguay has returned from the coast, and judging from the owner's views the lake trade is good enough.

The 4th is likely to be generally observed by longshoremen as a holiday. Tonnage can, therefore, figure on a lost day as regards loading and discharging on Thursday next.

The wooden steamers Empire and Badger State, now laid up at Lorain, are being bid for by the Barry Bros., Chicago. It is thought likely that the transfer will go through and the change of ownership will take place this week.

There will be no cessation in the briskness of shipbuilding as inquiries for intended new tonnage are quite regular. It is learned that figures have been asked for about 60,000 tons of plates and shapes for fall delivery at lake shipyards.

Sunrise and sunset data, computed for local time at Cleveland: June 28th sun rises at 4:25, sets at 7:40. July 1 sun rises at 4:27 sets at 7:39. July 4th sun rises at 4:29 sets at 7:38.

On account of the small number of hatches on the British steamer Paliki, more time is required to unload her. She arrived at Ashtabula from the Michipicoten ore fields on Friday and did not finish unloading until Tuesday evening.

The Toledo Produce Exchange passed suitable resolutions this week on the death of Denison B. Smith, their late valued secretary. Mr. Smith had reached the 84th year of his age, and was first elected secretary of the Board in 1877.

A survey held on the schooner Amazon, which struck near the Canadian "Soo" canal lock coming down, shows ten plates on her port bow to be taken off, but all but two of them can be put back after they are re-rolled. It is expected that repairs will be completed by the end of the week.

The following meteorological observations are furnished by the office of the U. S. Weather Bureau for the week ending June 26. Prevailing wind directions during week, S. E. highest velocity, 30 S. on 22. Mean temperature for week 73; highest temperature 83, on 22nd.; lowest 63 on 20th.

Lieut. George R. Clark, U. S. N., in charge of the local hydrographic office, has sent out the following notice: "Capt. William S. Hoag, of the James B. Neilson, reports that the sunken wreck of the schooner Charles Foster, which foundered off Erie harbor in December, 1900, is a dangerous obstruction to vessels. The wreck is about nine miles N. 82 degrees W. true (W. by N. mag.) from Presque Isle light station, and one of its masts projects five feet above the water at an angle of about 45 degrees."

Iron ore carrying is being rushed to the top notch in every way, though the greatest detention is felt at discharging ports; although the railroads are doing, if not forced to do, everything in their power towards freeing the docks and getting ore forward to the blast furnaces. It is fully recognized that this is the time to corral ore tonnage, as coal and grain cuts little or no figure in the freight market. There is no inclination evinced to cut ore freights and the season rate continues with a good deal of tonnage chartered ahead,

The Cleveland & Buffalo Transit Co., has announced for the 4th of July a rate of \$2.50 for the round trip to Buffalo, and the tickets will be good for three boats on July 3. One will leave at 8 a. m., another at 7 p. m. and the third at 8 p. m. This is due to the fact that the double daily service will be started for that occasion, and in addition the steamer City of the Straits will be put on for a run that day. The tickets will be good for all boats returning the night of July 4, and also for the morning of the 5th. In order that the illuminations and other night attractions at the exposition may be seen on the 4th, the City of the Straits will start out of Buffalo until 9 o'clock, central, or 10 o'clock eastern time.

## CHICAGO.

*Special Correspondence to The Marine Record.*

There are now three bodies at East Tawas, Mich., awaiting identification. They are supposed to be from the Baltimore wreck. Marine reporter Bristol, at East Tawas, may be communicated with for any information concerning the bodies.

The barge George Nestor, which was wedged across the channel in the south branch, was released Tuesday night after the current had been cut off in the drainage canal. It took five hours to stop the flow sufficiently to relieve the pressure on the boat.

Francis Beidler & Co., Chicago, have purchased over 36,000,000 feet of lumber on the Menominee river this year. The firm will handle the season's cut of the L. W. & V. S. Co., besides having purchased 18,000,000 feet of the Hamilton & Merryman Co., and nearly 5,000,000 feet of A. Spies.

The naval recruiting station which has long been in operation in Chicago will be continued by the assignment to that rendezvous of Comdr. C. P. Perkins. This officer has been ordered detached from command of the U. S. S. Alert, as soon as Commander Blocklinger reports as his relief. Commander Blocklinger will proceed to San Francisco and report for the duty of commanding the Alert.

The work of dredging Waukegan harbor by private contract has been completed and there is now 17½ feet of water all through. The work has taken several weeks and cost the property owners \$5,000. The entrance to the channel is 90 feet wide and the harbor basin is dredged with the exception of the east 50 feet. Coal men expect to handle 100,000 tons this summer and it is being sent forward.

The branch hydrographic office states that fresh northerly and easterly winds cause a current which at times runs with great velocity between the piers and breakwater at Racine harbor entrance and mariners are cautioned accordingly. Vessels entering Racine harbor during a strong northeaster, are advised to haul close around the southeast end of the breakwater and head for the north pier light until nearly in then starboard the helm to make the entrance.

A point in the south branch of the Chicago river east of Ashland avenue has been selected by Major Willard, Corps of Engineers, U. S. A., stationed at this port for the construction of a windage basin, approximately 600 feet square, where the biggest lake steamer will be able to turn around. Plans have been prepared and sent to Washington and it now remains with the Secretary of War whether the \$250,000 provided by the last Congress for Chicago river improvements, shall be spent in forming this basin for vessels to turn in, or not.

Word comes from Muskegon that Capt. George L. Dickenson, aged 88, is dead. He lived in Chicago for many years, and was an honorary member of the Pioneer Calumet Society until it disbanded. He sailed from Sackett's Harbor, N. Y., in 1834, to Chicago in his vessel, having the honor of being the first that ever entered the port. The craft drew only four feet of water and carried from 75,000 to 80,000 feet of lumber, but she grounded on a bar and a windlass and line from shore pulled her off. Mr. Dickenson tied his vessel up where the Rush street bridge now is, and found a plain near the old fort, where he opened up a lumber yard.

Joseph T. Ryerson & Son, Chicago, have issued a small volume on boilers which has been designated as No. 4 of the Ryerson Technical Library. The book deals with the corrugated furnace type of steam boiler for stationary and marine purposes and contains much information that will interest boiler owners, engineers and all large manufacturers, and is sent free to such on application. Any one connected with mechanical pursuits will find in this little volume a great deal of information concerning results obtained with various classes of fuel—in fact, it is one of those trade publications in which one often runs across some particular data he has not been able to obtain from other sources.



## BUFFALO.

*Special Correspondence to The Marine Record.*

The steel steamer Pioneer is in dry-dock for survey and repairs.

The passenger steamer New York, which grounded in the Niagara river last week, was released on Wednesday. She did not sustain serious damage.

On her maiden trip last month the George A. Flagg entered with an \$800,000 cargo of copper ore. This week her cargo valued at \$1,200,000, chiefly in plates, bars and ingots of

On the arrival of the Gratwick here with iron ore she was ordered to Ashtabula. Through a shoaling of water she couldn't get away from the Minnesota dock so was compelled to discharge.

Chicago took last week 20,000 tons coal at a 40 cent freight rate, (50 cents to north branch) and Milwaukee 10,000 tons at the same rate; Waukegan, 50 cents; Duluth, Gladstone, 35 cents; Toledo, 30 cents. As there were about a dozen ports making up the total, it is easily seen that very small shipments prevailed.

Prompt action prevented a bad fire among grain elevators on Tuesday. The blaze started in the Coatsworth "pinnacle" and was put out in a short time, as the fire engine house was only a block away. On either side of this elevator are the Kellogg and the City elevators. The Coatsworth elevator has not been used for eighteen years.

Harbor damage to a vessel's bottom is an unusual occurrence, but the Chicago of the Western Transit Line, just out of dry dock, lost eight days time and the expense of docking, survey and repairs through grounding on the foul bottom leading to the Erie basin at River street. If this is not enough to give a port a bad name I wonder what is?

The passenger steamer Pittsburg, which has been making three trips a week between Windsor, Ont. and Buffalo goes on the Toledo, Sandusky and "Soo" run after Friday. She will make this route for two months and resume the Buffalo trade September 1. The Cleveland & Buffalo Line has been forced to double the baggage room on its dock, owing to the great increase of business due to the Pan-American travel.

The May shipments of coal aggregated 288,000 tons. Chicago taking 108,000, Milwaukee 71,000, and Duluth-Superior 50,000 tons in round figures. The freight rates held mainly at 40 cents, but a slump occurred in the middle of the month and several cargoes were placed at 35 cents also a few at 30 cents to Lake Superior. The general quoted rate has been and is 40 cents to Lake Michigan ports with the usual 5 and 10-cent increase to minor ports, etc.

According to the first 1901 casualty and wreck report of the Weather Bureau, 44 wrecks and casualties took place between the opening of navigation on April 16 and May 31. In these casualties 43 lives were lost, boats damaged to the extent of \$140,250, and cargoes to the extent of \$18,000. The greatest loss of life was caused by the foundering of the steamer Baltimore near Oscoda, Lake Huron, on May 24. Twelve out of fourteen in the crew were lost. The monetary loss was \$35,000 on the vessel and \$4,000 on the cargo, the biggest single loss on the lakes so far. The next largest loss was the burning of the steamer Bon Voyage on May 10, south of the ship canal, Lake Superior. Four lives were lost, and the damage to the boat reached \$25,000. The largest damage due to collision was caused by the steamers Oglebay and Jupiter, which came together on May 9 during the ice jam at the Flats. The Oglebay was damaged to the extent of \$10,000, and the Jupiter to \$5,000.

For the second time this summer, George E. Walper, steward at the Buffalo Yacht Club, and a member of the United States Volunteer Life Saving Corps, rescued life, from drowning. This time it was that of a youth 10 years of age. The Life Saving Corps, of which Walper is a member, has been reorganized and expects to be of more than ordinary service this summer. The captain is William Chaydeane, one of the best swimmers in Buffalo and a man who has sailed small craft around Buffalo for several years. Chaydeane has a record of saving several lives, as have most of the other eleven members of the corps. Robert Wagner, who distinguished himself last summer by making a sensational rescue at the foot of Porter avenue, is first lieutenant and William J. Cornell, is the second lieutenant. Wagner has saved five lives in the vicinity of Porter avenue. This volunteer life saving work is commendable and the young men who have entered so enthusiastically into it, are to be commended. A division has been formed at Crystal Beach and Frank Day, an expert swimmer, is captain.

## DULUTH-SUPERIOR.

*Special Correspondence to the Marine Record.*

The water at the "Soo" is expected to improve from this time on and vessels will be able to load a few hundred tons more each trip.

The W. L. Brown under charter to the Canada Atlantic Transit Co. will load 240,000 bushels of wheat for Depot Harbor, Georgian Bay, this week.

The dry dock at W. Superior is having about all the repair work it can attend to. The Harvard and whaleback barges Nos. 130 and 133 are the "lame ducks" attended to this week.

The summer traffic is now beginning to reach its top notch though perhaps it is a little early even yet for the heaviest portion of the passenger business, other lines are at full swing except for the slow shipment of grain.

The damage to the steamer Isaac L. Elwood, Capt. Harvey Mills, through collision with the large steel tow barge Constitution at the "Soo" will mount up to several thousand dollars. The Constitution dry-docked at South Chicago.

The ore rate is brisk at 80 cents and lumber at \$2.50 per M. feet; about 25,000,000 feet must be credited to this month's shipments, with a heavy future movement assured. The wheat rate to Buffalo, which, however, is nominal, is at 2½ cents, with very little doing and nothing to speak of in the elevators.

The steamer Samuel F. B. Morse, Capt. E. M. Smith, owned by the Pittsburg Steamship Co., was fined \$200 by the Duluth Collector of Customs on Monday for passing another boat with tows before reaching the Little Rapids cut in the St. Mary's river. Capt. A. B. Davis, of the U. S. revenue cutter Morrill, reported the offense. The regulations prohibit boats passing each other at that point.

The John O'Brien Lumber Co., made one of the largest sales of lumber that has been made in Ashland for some time. The sale consisted 50,000,000 feet of white pine, and the delivery of it will begin immediately. The name of the buyer is withheld, but it is understood that the stock will go to eastern parties. The purchase price was in the neighborhood of \$75,000. The lumber is already sawed, and most of it is on the docks of the South Shore Lumber Co. at Washburn, and the rest on the docks of the Durfee Lumber Co. at Ashland.

The movement of iron ore from the Mesaba and Vermilion ranges to the shipping ports at the head of Lake Superior is now on a basis of 2,800 to 3,000 cars a day. The Duluth & Iron Range road is delivering about 1,400 cars a day at Two Harbors, the Duluth, Missaba & Northern from 800 to 1,000 cars a day at Duluth, and the Eastern Minnesota about 600 cars a day at Allouez. When the iron ore story for the Minnesota ranges and the head of the lakes docks is told for the month of June this year it will contain several records of interest to all branches of the mining, ore-consuming and transportation interests.

The Houghton Daily Mining Gazette very pertinently says: "The calling at the Portage Lake ports of the monster package freight carrier Troy, which stands at the head of her class upon the Great Lakes, calls attention once more to the great service the government has performed for the waterway across Keweenaw point in recent years in pushing to completion the great improvements now receiving their finishing touches under the supervision of Supt. G. A. Marr, of the Portage Lake canals. Times have changed wonderfully since the day anything drawing over four feet of water could not reach Portage Lake from Keweenaw bay and they have changed almost as much since the day the United States government assumed control of the Portage lake ship canals by purchase."

Word was received here on Saturday announcing the death at Toledo, of Denison B. Smith, father of D. B. Smith, manager of the Ohio Coal Co. in Duluth and Superior. Mr. Smith was well known in Duluth, having visited here frequently from time to time in years past. In 1844 the board of trade was organized in Toledo and Mr. Smith was elected president. In 1876 the board reorganized and took the name of Produce Exchange. Mr. Smith was elected secretary and served in that position up to the time of his death. He was one of the best authorities on winter wheat in America. He was also interested in the deep waterway scheme, and was twice sent to Washington by the city of Toledo and the Produce Exchange to give his ideas to congressional committees. He made a thorough study of the subject.

Hell to pay, and no pitch hot aboard the Madagascar last week. On the passage up the mate got after the chief engi-

neer and was swiped for his smartness. On arrival here the engineer was arrested on the charge of assault and battery on the high seas, or some such half-cocked complaint, however the charge was not sustained. The captain then took a hand in it, and in turn charged the mate with insubordination and disobedience leading up to the incidence of mutiny among other members of the crew. In a word, Captain Jenks charges that while the ship was on Lake Superior, June 16, Chief Mate M. R. Donahue refused to call the cook to get breakfast, and the meal was thereby delayed. This caused the crew to rebel, and for an hour the men were in mutiny. Some marine men here say that the mate was all right, as it was not his place to call the cook. Donahue admits that he is one of the men that ate the mate, but devil the know he knows about the cooking of it or the spalpeen that generally spoils good grub. On the side, though, she must have been a regular Irish frigate on the up trip.

## FLOTSAM, JETSAM AND LAGAN.

The steambarge John Schroeder, has been purchased by Gustav Kitzingerdorf, of Manistee, and Capt. Wm. J. Carter, of Milwaukee. The transfer involved a change of masters, Capt. Peter Marsh retiring and Capt. Carter taking charge. The steamer will be put in the salt trade at Manistee, her new owners having obtained a five-year carrying contract. Unless the Schroeder Lumber Co., can secure a steamer of suitable size for the Lake Superior lumber carrying trade by purchase, a contract for the construction of one of steel, to be ready for delivery by the opening of navigation in 1902, will be made before the close of the present season.

The Great Lakes Towing Co. holds contracts with the owners and managers of 598 vessels for their exclusive towing work during the season of 1901, and this gives the trust what might be termed a "cinch" on the towing business. While there are two tug lines in Toledo, competing for local harbor towing, Mr. Sullivan, manager of an opposition tug line, has contracted with the trust for such towing as his vessels may require in other ports. He manages half a dozen freight carriers and the tug trust, which he is competing with in Toledo, is under contract to tow and give his vessels good tug service in other ports. This is one of the peculiar conditions that great changes and combinations in business affairs bring about.

W. B. Rosevear, general traffic manager for the Algoma Central Railroad, is issuing an edition of twenty thousand folders devoted to showing the attractions of the country through which his road passes on the northern shores of Lake Superior. It is handsomely illustrated with sea green half tones which indicate that the country in which Mr. Rosevear has cast his lot is picturesque to an entrancing degree, while the hunting and fishing is superb. The cover of the folder bears a design executed by Mr. Rosevear himself.

The Marine Journal, New York, not unfrequently guesses about right, as witness the following from a recent issue. "It is impossible not to withhold our deepest sympathy from Chicago in her failure to be officially recognized and declared a seaport. When Chicago succeeded in getting her first ocean steamer off the sand bars, through the canal and headed for Liverpool, the local shippers made application for the appointment of one of their number as Shipping Commissioner. It seems to have been quite a new proposition to Secretary Gage, and he referred the matter to the Attorney-General. It is not recorded whether that officer proceeded to Chicago and took soundings or not, but in any event he decided that the clearing of a steamer or two from that port for a foreign port does not necessarily make Chicago a seaport town, and as such entitled to a Shipping Commissioner. Therefore the application was denied. This is a severe blow to any town with an ambition to be regarded as a seaport. \* \* \* These two vessels which have been cleared from Chicago with cargoes for Europe cannot possibly stay in the over-sea trade. If they keep afloat it will be more than a very good vessel did which sailed gayly out from the port of Chicago some years ago. But even if they keep afloat there is no money in the business for ships of their tonnage. As much as Chicago may regret it and lament it, these ocean-going ships of hers will undoubtedly soon be taking their cargoes from Atlantic ports." While the Marine Journal is sailing along with its nose in the air thinking of nothing but schooners with as many masts as there are days in the week, Chicago is putting afloat the nucleus of a steam coasting fleet. Certainly they'll take cargoes at Atlantic ports, and then what?



## TRIAL TRIP AND DESCRIPTION OF THE U. S. S. "ILLINOIS."

The greatest achievement so far recorded of the United States in the way of the building of ships of war is to be noted in the construction of the battleship Illinois by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.

The Illinois is not only the fastest battleship in the United States, but is also the most speedy of her class in the world, having maintained an average speed on her trial test of 17.31 knots per hour for four consecutive hours over a 66 mile course.

The Newport News Shipbuilding & Dry Dock Co. is a creation of the late Collis P. Huntington who, several years ago, undertook to build a shipyard which should exceed anything in this country, and chose as his capable lieutenant, Mr. Calvin B. Orcutt, who has been President of the company since its organization, and has made the company what it is.

Mr. Orcutt stated to press representatives on the day of the trial that the battleship would show an average speed of 17 1/4 knots per hour; when she arrived on the course, and ideal weather conditions were found to exist, Mr. Orcutt made a speed prediction of 17.50; the actual result, as before stated, justified the confidence of her builder.

The Illinois has been under construction for more than four years, the first keel plate having been laid on February 10, 1897. She was launched on October 4, 1900. She was designed by the Bureau of Construction and Repair. Her dimensions are as follows: Length on load water line, 368 feet; beam, extreme, 72 feet 2 1/2 inches; draught on normal displacement of 11,525 tons, 23 feet 6 inches; maximum displacement, all ammunition and stores on board, 12,335 tons; maximum indicated horse power, (estimated) 10,000; normal coal supply, 800 tons; coal supply, loose storage, 1,200 tons; full bunker capacity, 1,400 to 1,500 tons; complement of officers, 40; seamen, marines, etc. 449.

The main battery consists of four thirteen-inch breech-loading rifles in Hitchborn balanced turrets, oval in shape, and placed in the centre line of the vessel, and fourteen six-inch rapid fire guns. The secondary battery consists of sixteen six-pounder rapid fire guns, four one-pounder rapid fire guns, two Colt guns, and two field guns. She also carries four torpedo tubes. The thirteen-inch guns have an arc of fire of 135 degrees on each side of the centre line, and the six-inch an arc of 90 degrees on the broadside, with the advantage of those on the upper deck of a direct fire ahead and astern. Any injury to or near either of these six-inch guns will be confined to its own compartment, as a one and a half inch steel splinter bulkhead separates each of these guns from its neighbor.

The armor belt, which extends from the stem to abaft the after turret, is 16 1/2 inches thick at the top and 9 1/2 inches thick at the bottom, except at the forward end, where it is tapered to four inches at the stem. This belt armor extends from four feet below the normal load line to three and a half feet above it, and the full thickness amidships between the turrets and for the distance occupied by the engines and boilers. Diagonal armor 12 inches thick, connecting this belt armor and barbettes and extending from the slopes of protective deck to the top of the side belt on each side, is placed to give protection from a raking fire.

Abaft the after turret the protection is completed by thickening the protective deck to 4 inches on the slopes, with 2 3/4 inches on the flat. On the slopes of this deck forward it is 3 inches thick and 2 3/4 inches on the flat. The armor on the thirteen-inch gun turrets is 17 inches on the front and 15 inches on the rear and sides, while that on the barbettes for these turrets, which are circular in shape, is 15 inches on the front and 10 inches on the rear and sides.

The sides of the vessel above the belt armor in wake of the six-inch battery, and forming the casemate, are armored with 5 1/2 inches of steel, extending between the turrets with diagonal armor of same thickness at the ends, connecting with the barbettes, and worked above the twelve-inch diagonal armor below.

Independent of the numerous small water-tight pockets or cells forming an entire scheme of cofferdams, the inner bottom and hold, the platforms, splinter and berth decks are divided into between 200 and 300 water-tight compartments, both for the accommodation of the motive power and the stowage of coal, provisions, ammunition and other stores, and also for the preservation of the ship in the event of rupture of the outer skin or injury in battle.

There are some eighty odd auxiliary engines in the vessel, thus adding greatly to the efficiency of the ship, in the celerity and certainty with which the work can be done. The cranes for handling the boats are operated by steam; also the deck winches, pumps, windlass and steering gear. This latter is located beneath the protective deck and several feet below the water line.

The new ship is equipped with two sets of vertical, triple-expansion, twin-screw engines, each in its own separate water-tight compartment; the collective indicated horse-power is about 10,000, with 120 revolutions per minute; stroke 4 feet. There are eight single-ended cylindrical boilers, each 15 1/2 feet in diameter by 9 feet 11 1/4 inches long, having a total grate surface of 685 square feet, with 21,200 square feet of heating surface; pressure, 180 pounds. These boilers are placed two each in four separate water-tight compartments.

Although Newport News is, industrially considered, a new city, of less than fifteen years' growth, it is also a fact that a colony was founded there as long ago as 1607. It is the building of war vessels and ships for the merchant marine that has won for Newport News its world-wide renown.

Not only did the Illinois demonstrate that she was faster than any warship of her type afloat, but she proved her steering ability by describing a complete circle within 300 yards, or little more than twice her length, in three minutes and ten seconds, while plowing through the sea at full speed.

Steadiness and reserve power characterized the performance of the ship throughout the severe test. The work of her engines was smooth and even, and the records of the day showed but one-tenth of a knot difference in speed between the outward run and the return. The machinery easily met every requirement and not an accident of any kind marred the success of the official trial trip.

## THE BROWN HOISTING MACHINERY COMPANY'S CATALOGUE.

The 1901 edition of the Brown Hoisting Machinery Co.'s catalogue, which is just issued, consists of 240 pages, making it the largest and most comprehensive catalogue devoted exclusively to cranes, that has yet been issued in America, and shows the complete line of high grade cranes built by this company. The illustrations, with a few exceptions, show the standard designs, but the company cover the crane field fully, and are prepared to submit designs and prices on any changes from the standards, or on special cranes designed for any particular work. The cranes built by this company are strictly high-class, combining every modern improvement, and with the safety lowering device, owned and used by it exclusively, make it impossible to drop a suspended load. The company is also the sole patentees and builders of the cantilever and Gantry cranes, and have attained in these machines, owing to their peculiar construction, speeds much beyond anything ever attempted by any other crane builders. The success of these cranes is well attested by the fact that orders have been received for them from all parts of the world. Besides building all kinds of cranes and hoisting apparatus, the company are builders of the well known "Brownhoist" system of coal and ore handling machinery, which, during the season of 1898, handled about 90 per cent. of the lake coal and ore traffic. The new works of this company, in course of construction, and now nearly finished, will give them greater capacity than ever and enable them to make very prompt deliveries. The main office and works of the company is at Cleveland, Ohio, with branch offices at 26 Cortlandt St., New York; at Pittsburg, Pa. and at 39 Victoria St., London SW., England.

## CHICAGO AS A SEAPORT.

The State Department makes public a report from Consul Listoe at Rotterdam to the following effect:

Chicago as a seaport commences to attract the attention of Europe. A Rotterdam shipbroking firm advertises in the local papers for the first time in maritime history that it will accept freight to go through with bulk unbroken to Chicago.

WHILE not strictly a marine item, we are constrained to notice that the July number of the Delineator, published in New York, is a marvel of beauty and refined taste in art, especially in the wonderfully artistic coloring of the sketches reproduced of a number of the buildings of the Pan-American Exposition in Buffalo. The periodical is principally devoted to fashions for the ladies and other household matters, but the illustrations mentioned above, alone commend the Delineator to the reading and artistic public.

## NOTES.

Two sticks of timbers, measuring forty inches square at the butts, and fifty-six feet in length, have reached Grand Haven from Grey's Harbor, Wash. The sticks weigh twelve tons each, and cost \$2,000. They are yellow fir, and will be used for anchor posts on the large dredge building at Johnston Bros.' shipyard, Perrysburg, Mich., for the Buffalo Dredging Co.

THE eastern shipyard combination is simply a move on the part of the vessel building interests of this country to consolidate their business and work at less cost. If the shipping bill should become a law, it would, doubtless, tend to give the shipbuilders of America more business, and that is a consummation devoutly to be hoped, since the activity of the shipyards means more vessels to fly the American flag and carry American products, instead of our over-sea trade being carried in foreign bottoms. But, outside of this legitimate gain, the ship-building interests will not profit by the shipping bill in any way. The anti-shipping bill forces should be sure of their bugaboo before they try to scare people with it.

ALMOST half of the steel tonnage, propelled by steam, built in the United States last month and officially numbered, came from the shipyards of the Great Lakes. Counting all sorts of vessels, including wooden sailing schooners, which are still used largely on the Atlantic coast, the lakes furnished about 36 per cent. of all the new shipping. In carrying capacity and value the proportion was much greater. When the extent of the ocean coasts of this country is considered and the population of the seaboard States, it is truly remarkable that the Great Lakes should hold such a position as they do in American shipbuilding. That industry is not languishing on the ocean borders of the United States. On the contrary, it is fast developing new life and energy there. But the work of the lake shipyards is wonderful in quantity and quality alike.—Cleveland Leader.

THE inventor of the Belleville water tube boiler has not accepted the condemnation of his generator by the committee of the British Admiralty with graceful acquiescence. On the contrary, he has issued a statement traversing the report and asserting that the failure, if "failure" is to be the term used, was due to improper handling. He maintains that his boiler has given good results in the French navy and supports this statement with a congratulatory letter from the Japanese Admiralty upon the performance of the Belleville-boilered Adzuma on her voyage from England to Japan. If one accepts the inventor's defense of his steam generator, it must be concluded that the criticism was unjust as well as severe, and yet his argument proves that his boiler requires extraordinary care and skill in fitting and handling, which would be difficult to obtain under service conditions, especially in time of war.

IN 1897 English exports to Canada were valued at thirty million dollars. In 1900 they were forty-five millions. Canadian exports to England in 1897 were seventy-seven million dollars, and in 1900 they were one hundred and eight millions. The preference given to England was coincident, at least, with an annual gain at the end of three years of fifty per cent. of English trade in Canada and about forty per cent. of Canadian trade in England. In 1898 the United States, without tariff concessions, bought from Canada fifty million dollars' worth of goods, and sixty-nine million dollars' worth in 1900—a gain for Canada of forty per cent., or the same gain as made in her trade with England. In 1897 the United States sold Canada sixty-one million dollars' worth of goods, and one hundred and ten million dollars' worth in 1900, or a gain of sixty-five per cent. as against England's gain of fifty per cent.

AS A result of the loss of the Liverpool-owned ship Primrose Hill and the publicity which has been given to the manning question in the House of Commons, the Board of Trade has issued a number of regulations regarding the manning of emigrant ships, but since these vessels are in nearly every case well found liners, the extra precautions will in no way meet the difficulty. The Board has also sent out a strongly worded circular to their officers, pointing out that if any vessels appear to be unsafe through undermanning the vessel may be detained. On the whole, therefore, it looks as if a campaign were about to be undertaken against all ships which have not the requisite number in their crews; in the case of emigrant vessels the officers have had their attention directed to the point that before clearing the ship they must satisfy themselves in every case that the crew is efficient, both in numbers and character.—The Mariner, London.



### CANALIZE. (COMMUNICATED.)

Under the above caption, in the MARINE RECORD, of the issue of the 13th, I find published the scheme of Mr. Francis Wayland Glen, of New York, for building quite a number of canals, in the various portions of the country, providing great water-ways for the merchant marine, all of which would be of great utility, and no doubt would prove of very great value to the people of the United States, as well as to our Canadian cousins, who are considering the proposition of spending \$1,000,000,000 for canals and the improvement of their other water-ways. But to carry out Mr. Glen's scheme there would be a great demand for an increased supply of water to accommodate the wants of those canals when completed; according to his estimates, the whole thing could be completed for the small sum of \$1,000,000,000, which in these days, when the world's trade in our favor, nets more than half of that sum in one year, is no great shakes. Yet he has not thought of the fact that if we shall construct all of those suggested canals, or any one of them, especially in the locks of 25 feet over the mitre sill, to make the channels of so great a depth, with the necessary corresponding width, "so that the largest sized vessels which can pass through the canals proposed, can pass up and down the river with perfect freedom," would inflict a great outrage on the government of the United States, and the people generally. And in fact, it would take a great stretch of the imagination to compute the increase of water that would be required to supply the increased demand.

He and Mr. Joseph Mayer and other expert engineers of New York have wholly neglected to provide in the least for the increased supply that would be required above Niagara Falls, should any of the above projects ever materialize, (without considering the demand to supply the Chicago open sewer as it now is) as we are now confronted with a growing deficit as we are told by those making a study of the lake levels, who tell us that the average mean level of Lake Erie is below what it was five years ago, and that too by several inches.

Mr. William P. Anderson, Chief Engineer of the Department of Marine and Fisheries, Ottawa, Canada, in his communication to the MARINE RECORD of date June 4th, in explaining what he had previously written, says, "I did say that Lake Erie was lower when I was on it last month, than in previous years. I did say that if this lowering increased, it would be necessary to adopt remedial measures."

Others have put it much stronger than did Mr. Anderson and we are told that by reason of the lowering of the waters, the larger vessels are forced to come down with a three-quarter cargo. Be that as it may, certainly there is no increase in the volume of the water flow, while there is a great increase of demand by the widening and deepening of the channels for the accommodation of the larger vessels that are being constructed by the owners of our lake merchant marine, which call for a greater outlay by the general government.

In this connection, I would suggest to those gentlemen who are advocating those new deep water-ways, that before they attempt to consume more water than we have—or are liable to have, there being not enough to supply the present demands of vessels drawing six or eight feet less than would be required were their projects to crystallize, it will be necessary to evolve some plan whereby that excess of water even now required could be procured, and how it could be procured without proving detrimental to some other interest.

I would suggest that they get out their maps of Minnesota and Wisconsin and give the map of Minnesota especially a careful examination, carefully tracing it westward from the head of Lake Superior, via the St. Louis river to the vicinity of Genoa, thence to the crossing of the Mississippi and Willow Lake, and thence northwesterly up Hill river, via Thunder Lake and Woman's Lake to Leech Lake and thus on to Red Lake. Or, from Leech Lake to Wildrice Lake and thence on through Marsh river to the Red river of the North. Or southwesterly from the head of Lake Superior, via Moos Lake to Mille Lacs and thence on to intersect with the Mississippi at or in the vicinity of Fort Riply, and thence on through the state to Lake Traverse, or Big Stone Lake.

By traversing either of those routes we find the country to be low, and quite level, covered by many lakes of various sizes, intersected by sluggish streams. And while it is a fact that none of them are very large, they are much more numerous than the islands of the Philippines, and having

a combined mileage surface far greater than that of Lake Erie and a much greater direct drainage basin, in fact, interspersing a mileage of several times the area of Lake Erie. The country being level, with but little drainage, is consequently of very little value, covering a territory of at least 75,000 square miles, with fully one-third under water most of the time, that could be utilized if properly canalized and by that means supply the deficit now complained of, or would be required if any one or more of those proposed water-ways were built. And by so doing would put millions of now almost worthless land in condition for cultivation, making it the garden of the great northwest, giving homes for millions of America's hardy sons of toil, who would gather from its surface untold millions of its products, and the mechanics and manufacturers brought hither would build up great towns and cities, all over the broad expanse. And, in fact, in a score of years would prove far more beneficial to the country than any one or all of their mooted projects, were they all completed.

If the time should ever come when the building of a ship canal connecting the Great Lake system of the North with the river system of the South, should be seriously considered, the most feasible route that should receive serious consideration, that could be adopted, would be to start from or near the head waters of Lake Superior, thence southerly, seeking lowest levels intersecting the Tammerac, near its junction with the St. Croix, thence via Taylor's Falls to and down the St. Croix to the Mississippi.

The construction of this would be far less expensive than to make a ship canal out of the Chicago ditch. And for the purpose of getting water for the use of a canal on those lines, it could be had by putting in a lateral between Mille Lacs and Pine City at the St. Croix, which would furnish an ample supply, to carry vessels over the divide either to the lake or the river, doing away with the necessity of hydraulic pumps. And this canal would be at the head waters of navigation, and at the connecting point of the great producing center of the country, and would furnish to the nation at large a more feasible route than that of any other to be conceived of, as it would furnish that great and growing west with all the necessary facilities for transportation, proving to be a competitor with the railroads, whose management always make their own traffic rates where they do not come in contact with water competition.

Of course this would be attained with what would have been considered a generation ago a gigantic enterprise, and an expense out of reach, and not to be then considered, as the country even outside of that great water-shed was sparsely settled and the people were poor and the nation was without the necessary usufruct, and the necessities of the country did not require it. And thirty years ago a million of dollars was more to be considered in connection with a great national enterprise like this, or any one of those now suggested than is \$50,000,000, at this time.

If the water covering this vast territory were utilized by being properly "canalized" so as to find its way to Lake Superior, it would furnish for all time a sufficient water supply to make up the shortage on the lakes now complained of, charged in part to a lesser average of rainfall, or its rapid escapement in early spring, and in part to that taken off by the way of the Chicago ditch, and in fact would be a great saving of expense to the general government in widening and deepening the shallow channels, especially in the Detroit river, the St. Clair Flats, the St. Mary's canal and many of the harbors on the lakes. In this there would be a saving in dollars and cents, far greater than the cost of making a full-fledged canal clear through Minnesota, and the benefits that the people residing therein, and the nation generally would derive therefrom, would be four-fold greater than the construction of any, or all the schemes proposed by Mr. Glen and others in New York.

They must learn that without utilizing the water lying waste in that vast region, it will be impossible to get the necessary supply to make it feasible to attempt to build a ship canal from Tonawanda to Lake Ontario, to enlarge the Welland, or to construct the much-talked of Georgian Bay canal, even to accommodate the larger class of vessels that we now have on the lakes, to say nothing of the Chicago project, that would be forgotten, in the event of a canal being built from the head waters of Lake Superior to the river. But with the gathering of the waters of the great Northwest down through Lake Superior, to become a part of the Great Lake system, some of those projects that they have been thinking of might eventually be deemed worthy of consideration, otherwise not. For that it is a well established fact that it takes a large quantity of water to supply a ship canal if it is used; therefore, in conclusion, I will suggest, that before any of their projects can be seriously considered, they must find a way to provide for the necessary fluid.

S. C. WHEELER.  
Sandusky, O., June 22, 1901.

### SHIPPING AND MARINE JUDICIAL DECISIONS. (COLLABORATED SPECIALLY FOR THE MARINE RECORD.)

**Collision—Moored Vessel.**—A presumption of negligence arises against a steamboat from the fact of a collision with a moored vessel, and imposes on the steamboat the burden of exonerating herself by exculpatory facts. The Dean Richmond, 107 Fed. Rep. (U. S.) 1001.

**Liability Fixed by Custom.**—Where the insurance company paid previous losses under the policy on proofs of losses similar in all respects to those claimed in the present case, it was estopped to refuse further payment without any notice that it would no longer pay such losses previous to the trial of a suit on the policy. Phetteplace et al. vs. British & Foreign Marine Ins. Co., 48 At. Rep. (R. I.) 33.

**Recovery for Leakage.**—Under a policy in which the company is not liable to pay for leakage unless the leakage on each barrel on which leakage is claimed has amounted to seven per cent or upwards, when it becomes thus liable it is liable for the whole leakage on such barrel, without deducting either seven per cent or two per cent for ordinary leakage. Phetteplace et al. vs. British & Foreign Marine Ins. Co., 48 At. Rep. (R. I.) 33.

**Parol Explanation of Insurance Contract.**—Where it was doubtful from the face of a marine insurance policy whether the policy protected against loss by leakage from any cause whatever, or against marine risks exclusively, parol evidence was admissible to show the intent of the parties in making the contract, and what construction they themselves had put upon the contract. Phetteplace et al. vs. British & Foreign Marine Ins. Co., 48 At. Rep. (R. I.) 33.

**Maritime Liens—Wrongful Death—Statutory Action for Damages.**—The statutes of Michigan giving a right of action for wrongful death, and the water-craft statute, making vessels liable for injuries inflicted by them, do not give a lien for the damages resulting to the next of kin of one killed in a collision upon the vessel in fault; and a suit in rem in admiralty against the vessel, based on such a claim, cannot be maintained. The Mariska, 107 Fed. Rep. (U. S.) 989.

**Collision—Tug and Steamship Meeting—Change of Course.**—A tug passing up the Delaware river with three tows in the evening, held solely in fault for a collision between herself and tows and a steamship passing down, on the ground that after an exchange of proper signals for passing to starboard, and after the vessels were near together, she suddenly changed her signal and course, and attempted to cross the bows of the steamship. The Carisbrook, 107 Fed. Rep. (U. S.) 999.

**Collision—Steam and Sail.**—International Regulations, 1890, Art. 12, providing that any vessel may, if necessary in order to attract attention, in addition to the lights which she is required to carry, show a flare-up light, a schooner cannot be held in fault for a collision with a steamer in the night, because of a failure to exhibit such light, where other lights were burning brightly, and no necessity appeared therefor until after the time she was discovered by the steamer. The Robert Graham Dun, 107 Fed. Rep. (U. S.) 994.

**Harbor Regulations.**—Laws N. Y., 1897, c. 378, providing that it shall not be lawful for any vessels to obstruct the waters of a harbor by lying at the exterior end of the wharves, except at their own risk of injury from vessels entering or leaving any adjacent dock, does not relieve a moving vessel from liability for a collision with a vessel so moored, which did not unduly obstruct navigation, and where the moving vessel was not seeking entrance to an adjacent slip. The Dean Richmond, 107 Fed. Rep. (U. S.) 1001.

**Collision—Evidence of Negligence—Care Required.**—To render a vessel liable in damages for a collision, there must have been a failure on the part of her officers or crew to exercise ordinary prudence and vigilance or to act with ordinary promptness to avoid accidents, and in the absence of any proof of a violation of some rule of navigation or harbor regulation, she cannot be held liable merely because her captain or some other person in her service failed to prevent the collision by possible means, which would have required the highest degree of skill and the utmost quickness of movement. The City of Aberdeen, 107 Fed. Rep. (U. S.) 996.

**Maritime Liens—Wharfage—Contract with Charterer.**—The fundamental requisite for the creation of a maritime lien is a maritime claim contracted or incurred on the credit of the vessel, either expressly or by implication, and not on the credit of the owner or other person in interest. No implied agreement arises for a pledge of the credit of a vessel for the rental of wharfage privileges in the port where the charterer, with whom the contract is made, resides where he is not the master, and is required by the charter to pay all expenses and keep the vessel free from liens, and where the owner of the wharf, if he is not informed of the fact or terms of the charter, is put upon inquiry by the circumstances, but makes no inquiry. The C. W. Moore, 107 Fed. Rep. (U. S.) 957.





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CLEVELAND, O., JUNE 27, 1901.

ENEMIES of the Shipping Bill have seized upon the consolidation of certain large shipbuilding interests as an evidence that the new combination expects to profit at the expense of the government and the people of the United States.

If the local inspectors of steamboats at Buffalo continue applying salt water rules to fresh water service they will stand a chance of evolving themselves to a higher plane. If they live up to the letter of their instructions they already form a classification committee on the structural ability and equipment of all lake vessels building and afloat.

EVERY conceivable sort of a life saving device fetches up sooner or later at the headquarters of the service in Washington. The special board which rules upon these fruits of ingenuity have backbone enough not to accept any suspiciously perfect death-dealing mechanism of evolved etherealism. To their knowledge, credit and honor be it said that every annual meeting sees a host of practical life destroyers shelved. More power to that board on life-saving appliances.

BEFORE another issue of the RECORD reaches the hands of our readers, the 4th, the greatest 4th, July 4th, will have passed. Commemorate and celebrate, but don't do as the down east mate did in Bombay Harbor, when he placed a 10-gallon oil drum hermetically sealed and half filled with water on the galley stove so as to make a report. The ship's carpenter (chips) reported around there pretty regularly for a couple of weeks, so also did a Mr. Sawbones from the shore.

SOMEONE said somewhere at sometime: "Less secrecy concerning public affairs would mean less despotism in the discharge of public duty." Wonder how this applies to the personal and secret work of that branch of the Treasury Department, known as the Steamboat Inspection Service. On the peril of their positions the local inspectors in this service are not permitted to divulge the name of a person whom they have licensed as an officer in the lake service. This too, after the candidate has passed a voluntary examination. Out upon such rot!!!

OPTIMIST or pessimist may argue about the present and future outlook as regards the output from lake shipyards, but the practical effect is an every day witness of the prosperity of this line of industry. Lake shipbuilding has always been, is now, and will so continue in the future, to be one of the kings in the ranks of industrial progression and commercial advancement. Furthermore, the brisk construction and mechanical output will but parallel the enormous and steadily increasing lake-borne traffic, which the annual array of statistics so clearly places before the average interested reader.

## THE ERIE—A SHIP OR BARGE CANAL?

Alexander H. Smith, of the New York State Canal Commission, in the course of a conversation upon the subject of the State's canals, said:

"Any opposition to the construction of a ship canal must, in my opinion, be prompted by local considerations, instead of by the broad interests of the port of New York, and of the State of New York as a whole.

"It seems to me that not only the Governor, but influential men of the State generally, if the commercial interests would work with them to secure action by Congress in favor of a ship canal, could be united much more quickly than in a contest for a 1,000-ton barge canal.

"My own idea is that the fear is quite prevalent in this city among people who have shown much interest and activity in canal matters that the construction of a ship canal would make New York a by-port. They say they fear that New York as a seaport would be largely obliterated, and Chicago and Duluth would supersede it. For my part I have no such fear. I think it possible that at times ships might load at Chicago and Duluth for foreign voyages, but they will be exceptions and not the rule. I believe New York would be a great center for transshipment of lake cargoes; that local industries would be developed along the line of such a canal that the population would be very much increased, and the tangible wealth of the State would also be very largely increased, and that the domestic interests of the port and the State would be increasingly enhanced."

Thus, according to Mr. Smith's showing, a ship canal is not the best solution of the question of canal enlargement. He asks that all interests unite and center on the eventual accomplishment of a ship canal through the State of New York and at the same time admits that only the occasional ship might load at Chicago or Duluth for foreign voyages, but that New York City would continue to be the point of trans-shipment for lake cargoes.

In thus stating his position in the matter, Mr. Smith seems to have mixed his ideas, or vice versa, regarding the names, the particular traffic and also the uses to which a barge or ship canal would be put. We take it, that a ship canal, to mean such, in the sense of the term, would accommodate oversea tonnage and that, therefore, there would be no need of trans-shipment at the seaboard, the canal being constructed primarily to obviate such a disposition of cargoes, while on the other hand, a 1,000-ton barge canal clearly and positively implies trans-shipment, and only one, that at the seaboard, for oversea transportation, so that from the canal commissioner's own showing he actually argues in favor of the 1,000-ton barge canal as distinct from that of bottoms capable of carrying cargoes direct to their final destination.

It should further be understood that it is not only a matter of loading cargoes, but one of discharging also. Vessels in the oversea trade, to meet the demands of commerce and so as to transform lake ports into sea ports, should be able to deliver and discharge their cargoes at Chicago, Duluth or Superior and intermediate ports with all the facilities that might be connected with loading them, this they cannot and in all human probability will not be able to do, for lo, these many decades hence.

The next best thing to do is to unite all interests in the advocacy of a barge canal of the largest possible proportions compatible with the certain decennial increase of traffic during the next generation or two. The New York member of the canal commission appears to stand aghast at the bare mention of a 1,000-ton barge canal and exhibits an inclination to term such, a ship canal, he should remember, however, that the lakes now produce 8,000-ton barges, bottoms that are barges pure and simple, craft that are inert in themselves, unfit, as it were, to stay out all night alone, and with no means of propulsion otherwise than as exercised by another power, however applied, trusting absolutely to their ground tackle when it is impossible to tie up to the stump of a tree, carrying a donkey (engine) aboard, but no mules.

We understand that the acme of carrying waterborne traffic is conserved in procuring, grouping and transporting commerce in special bottoms peculiarly (if necessary) adapted for the particular service or services for which they are designed, hence, we argue in favor of a barge canal for barge purposes as opposed to a ship canal being used for the movement of individually inert masses, such as barges are, in the ordinary acceptance of the word. Nor should anyone have much patience with a conglomerate, nondescript, abortive experimentation which seeks to adapt or adopt structures put together for one purpose to the needs of another and an entirely different one. In a word, the age is too strenuous for sensible people to waste time in endeavoring to fit a square peg into a round hole or the parallel case in making a self-contained, automatic hull into a pile of

lumber bolted, or sheets of steel riveted together, and such is the difference between vessels capable of carrying on ocean commerce and those adapted solely as floating warehouses for the inland transportation of cargoes.

Before hulls are built so as to be capable of the highest use in the combined ocean, river, lake and canal trade, it will be in order to cradle them and transport the mass on rails; hulls we must have for ocean use, rails can be laid on land, and, in fact, such is the universal custom at the present stage of the age.

And now let us see what George Clinton, of Buffalo, and of ancestral fame relative to the Erie canal, had to say on this subject, when before the State Canal Commission.

"The speaker said it was a great mistake to think that only the two cities at the ends of the Erie canal are to be built up by the canal. The greatest prosperity of the State is centered right along the line of the canal throughout the State. Local canal traffic is now a little larger than the through traffic, which shows that the towns all along the canal are being benefitted by the canal.

"The conviction must impress itself upon the mind of every one who considers the elements that enter into the foreign trade of New York, the preponderating importance of the transportation question and the dependence of transportation upon the cheapest possible routes, that the preservation and extension of the foreign commerce of this State and of its great metropolis demand the creation of a waterway between Buffalo, at the end of lake navigation, and tidewater on the Hudson river, that will insure a transportation cost corresponding to the reductions that have been secured on lake and ocean. This can be obtained by the execution of the project recommended by the committee on canals, with the result of whose painstaking and intelligent labors you are familiar, namely, the construction of a canal of sufficient size to take barges with a cargo capacity of 1,000 tons each from Buffalo to the Hudson river. The canal committee calculates that this would reduce the cost of transportation per ton mile to two-thirds of a mill, as against the present cost of Erie canal transportation of about two mills per ton mile. The committee on canals draws attention to the fact that the canals have been largely limited in the past to the lower grades of freight, as has also been the case on the lakes. It points out that the canal has thus been in competition with the classes of freight which pay only between two and three mills per ton mile and which the railroads will carry at a loss rather than lose the business, whereas the railroads carry other classes of freight, some of which bring as high as 15 to 20 mills per ton mile, the average freight, including the low grades, being about 6 mills. The committee states that there is no reason why the canals, if enlarged and properly managed, should not compete for the higher grades of freight, which, at prices far below those charged by the railroads, would bring very profitable returns on the lakes and on the canal. To enable the canal, however, to enter into efficient competition for a share of the traffic in the higher classes of freight, the creation of proper terminal facilities both at New York and at Buffalo will be indispensable. Without such canal terminals, it will be impossible to utilize the canal for anything but the transportation of the low grades of bulky freight."

SPEAKING of the origin of the house flag of a well known firm of shipowners (Sandbach & Co.) the Liverpool Journal of Commerce says, here may be interpolated a word in connection with the house flag, the origin of which has more than one tradition. The most authentic story probably is that the Juno, bound out of Grenada, had to fly a distinguishing flag, but none had been fixed by the owners, as would be done in these days, when the first consideration probably of a shipowner is the all important house flag, often enough the only asset; so the captain improvised one by using the white and blue salampores worn by the slaves. Another story ascribes the origin to have been the flying of a pair of dungaree trousers from the masthead, the legs blowing out, leaving the sky visible between, giving the idea for the blue, white, and blue vertical bars. There is, perhaps, less attention given to or importance placed in the design of a house flag for lake-owned tonnage than anywhere else in the world, in fact, there are several fleets on the lakes without a distinguishing signal at all, the burgee, that is, a pennant with the vessel's name on it, taking the place of a house flag or doing duty for both.

WITH a record of sixteen valuable vessels suffering damage by grounding at the entrance to the Canadian canal at Sault Ste. Marie, so far this season, it is little wonder that the owners of vessel property ask why adequate facilities can not be maintained on the American side of the "Soo," irrespective of minor accidents.

THE Iron Age points to the fact that for the first time in the history of our country the production of pig iron has reached 300,000 tons a week, and that practically nothing of this vast output is being accumulated, but is being produced to fill outstanding orders.



RUSSIA has got after Secretary of the Treasury, L. J. Gage on his tariff views. The wonder is that other nations are not after him also. The Imperial Government in a measure ties the hands of the Dominion of Canada, at the same time our neighbor is glancing askance at the balance of trade and the discriminating tariff. A St. Petersburg special says: "Since these incidents Mr. Gage has not been regarded here as a statesman. When he talks of Russia's not having a legal right to raise the taxes on American goods he is not aware that M. De Witte looks upon Mr. Gage's policy of arresting Russian products upon suspicion as grossly illegal according to international law. M. De Witte will therefore not hesitate to take still more severe measures until right is done. America will lose ten times more than Russia by a tariff dispute, that being the balance of trade in her favor."

IN a paper recently read at the annual meeting of the Institution of Naval Architects, London, on "The Influence of Depth of Immersion on the Distribution of Pressure Over a Submerged Moving Plate," the author stated that it was a mathematical investigation of the possibility of the thrust on the lower blade of a propeller being greater than on a higher blade because of the greater pressure of water due to its deeper immersion. A plate was considered and used in certain experiments in place of a propeller, and the conclusion was reached that the distribution of pressures on either side of an isolated plane, due to its motion, is unaffected by depth of immersion at speeds short of that at which cavitation occurs.

### LAKE FREIGHTS

The week opened with shippers bidding ahead for Duluth grain tonnage, September loading, at 3 cents, equal to \$1.12 on iron ore, and about 3,000,000 bushels placed, making a probable total of 5,000,000 bushels. Later 2½ cents was offered for early September loading, with no takers, this is equal to \$1 ore. Lumber and coal rates opened firm, though coal cargoes are difficult to obtain and grain charters scarce, the same conditions obtained throughout the week with ore as King. We quote:

Iron Ore.—The opening rates, viz., 80, 70 and 60 cents from Duluth, Marquette and Escanaba respectively, still continues with brisk chartering, though some detention is experienced at both loading and discharging ports and this causes considerable uneasiness especially at unloading ports. The new ore shipping point, Michipicoten, is quoted at 70 cents to Lake Erie ports. The June cargoes are expected to aggregate about 4,000,000 tons. This is about 1,000,000 tons greater than has ever been shipped in one month at any previous time.

Grain.—Freights are about lifeless and a rest is being taken until the middle of July when the new winter wheat will begin to move from the South-West. Chicago quotations are 1½ cents on wheat with vessels holding for that figure on corn and changing ports when not getting it, as ore cargoes can always be obtained. There is no foreign demand for grain, other countries supplying the European demand for the present. The Duluth rate is nominally 2½ cents with the markets quite out of line for shipping.

Coal.—The freight situation is practically unchanged though if anything, a little weaker all around, Lake Michigan, 40 cents and the head of the lakes 35 cents. An effort was made to place the Milwaukee charters at a 5 cent advance but it did not succeed. A cut of 5 cents is also noted in the Green Bay rate, from 40 cents to 35 cents. Tonnage could be placed ahead for Milwaukee at 50 cents but no charters in advance are being made at going rates. It is expected that next month will develop a very brisk coal business and with the forward movement of grain, King Ore may be dethroned for a brief space and thus make favors divided. Railroads are now carrying ore to the Ohio and Pennsylvania blast furnaces, later they will turn their attention to coal, as it must be sent forward before fall and orders are now away behind.

Lumber.—The freight market is steady at \$2.50 per M. feet, Lake Superior to Lake Erie ports, with a brisk demand for suitable tonnage and a desire to increase the rate 25 cents. Loose wording in bills of lading or charter parties nearly made a drop of 25 cents as an intent was indicated to make a \$2.25 charter at the head of the lakes and name that as the going rate, however, the attempt was frustrated and the old rate maintained, except in a few instances, where the shippers asserted themselves and worked the tonnage to their own advantage, etc.

### LAUNCH OF THE GEORGE W. PEAVEY.

The steel cargo steamer George W. Peavey, built to the order of the Peavey syndicate, Minneapolis, was successfully launched on Wednesday afternoon from the Lorain, O., yards of the American Ship Building Co.

A large party of invited guests left Cleveland by special electric car to attend the launch and the christening ceremony was gracefully performed by Miss Mayme Fix, Lorain.

The general hull dimensions of the Peavey are: 430 feet keel, 50 feet beam and 28½ feet deep, quadruple expansion engines, cylinders 15, 23¼, 36½ and 56 inches by 40-inch stroke. Steam will be furnished by two Babcock & Wilcox water tube boilers, to be allowed 250 pounds working pressure. The new boat will be placed in service about the middle of August. The Frank H. Peavey, sister ship of the George, will be ready to sail July 3. This fleet will consist of four high-classed steel cargo steamers, built under the supervision of Mr. Robert Logan, Cleveland, in the interests of the owners and equipped with all modern improvements to facilitate the safe and rapid handling of ship and cargo.

### NO EXCESS OF TONNAGE.

The Iron Trade Review, Cleveland, in summing up the present conditions of the iron ore situation, says:

"The statistics of the vessel situation, as they might have been prepared some weeks ago, putting down the tonnage available, would have given at the end of June an excess of vessels, but the excess does not exist. Detention at docks has been a factor beyond anything reckoned upon, and the bunching of the ore fleet that used to happen once in weeks is now well-nigh a regular feature. A good many fewer vessels would have brought down the ore thus far carried, had there been good dispatch. As it is, the sagging in freight rates that was predicted does not occur. Grain will be a large factor in September. Bids for 2¼c for wheat from Duluth for the first half of that month have been declined by the vessel men; but something has been done at 3 cents for the second half of September, equivalent to \$1.12 on ore. The ore rate is strong at 80 cents on wild charters. June has undoubtedly been a record month in shipments—probably several hundred thousand tons more than the 3,100,000, which was about the highest last season having been moved. Nothing new is reported in ore sales, but business is expected in July if the pig iron market bears out present promises."

### INSPECTOR OF BOILERS, STEAMBOAT INSPECTION SERVICE, AUGUST 20-21, 1901.

The U. S. Civil Service Commission announces that on August 20, 21, 1901, an examination will be held in any city in the United States where postal free delivery has been established, for the position of inspector of boilers, in the steamboat inspection service.

Information relative to the subjects and scope of the examination may be found in section 159 of the Manual of Examinations, revised to January 1, 1901.

Age limit 25 to 55 years.

From the eligibles resulting from this examination it is expected that certification will be made to the position of inspector of boilers at Nashville, Tenn., at a salary of \$1,200 per annum, and to a similar position at Dubuque, Iowa, at a salary of \$1,500 per annum, and to other similar vacancies as they may occur.

Persons who desire to compete should at once apply to the U. S. Civil Service Commission, Washington, D. C., for application form 1087, and a copy of the Manual of Examinations. The application should be properly executed and promptly forwarded to the Commission.

### A STILL GREATER CHICAGO.

The Chicago correspondent of the New York Times sends the following: Indiana Harbor is to be the name of a new industrial town on the shore of Lake Michigan, just north of East Chicago. It is to be built and developed as rapidly as the wealthy men back of it can press the work. The Lake Michigan Land Co., the Calumet Canal & Improvement Co., and H. C. Frick, formerly of the Carnegie steel industries, are the principal investors. Their plans have been held in abeyance for several years in an effort they made to get the State of Indiana to build a canal to connect the Calumet river with the lake.

Mr. Frick bought 300 acres of land fronting on the lake three years ago. At that time he was having his disagreement with Mr. Carnegie, which led to his retirement from the company. The Inland Steel Co. has 50 acres on the

line of the proposed canal, and promises to build there a steel plant to cost \$1,500,000 of which amount \$1,000,000 is to be spent this year.

The Lake Shore road has agreed to build a passenger station at the harbor to cost \$15,000.

The Lake Michigan Co., has 1,300 acres, and the Calumet Co., 5,000 acres of land. Roads are being laid out on them, drainage systems are being put in and the water works and electric light plants come next. Four hundred houses for workmen are included in the plans. All of the Eastern trunk lines pass through this territory, the Belt Line is convenient, and, in addition to excellent freight facilities, it is promised there will be a passenger service of only 43 minutes from downtown Chicago to the new town.

### NOTICE TO MARINERS.

LIGHT-HOUSE ESTABLISHMENT.  
OFFICE OF THE LIGHT-HOUSE INSPECTOR, 10TH DISTRICT,  
BUFFALO, N. Y., June 24, 1901.

DETROIT RIVER BAR POINT SHOAL LIGHT-VESSEL, NO. 59.

Notice is hereby given that upon the completion of temporary repairs to the boiler in Bar Point Shoal Light-Vessel, No. 59, the use of the steam fog signal on that vessel has been resumed.

The whistle now sounds thus: Blast, 10 seconds; silent interval, 30 seconds; blast, 10 seconds; silent interval, 30 seconds.

A. DUNLAP, Commander, U. S. N.,  
Inspector 10th E. H. District.

TREASURY DEPARTMENT,  
OFFICE OF THE LIGHT-HOUSE BOARD,  
WASHINGTON, D. C., June 25, 1901.

PRESQU'ILE PIERHEAD LIGHT STATION.—Notice is hereby given that, on or about June 30, 1901, the characteristic of the fog bell at this station, on the outer end of the north pier at the entrance to Presqu'ile Bay (Erie harbor), will be changed and the bell will thereafter be struck by machinery, during thick or foggy weather, a single blow every ten seconds instead of every twenty seconds.

BRUSH POINT BEACON LIGHT.—Notice is hereby given that, on or about June 30, 1901, the characteristic of the light shown from the pile cluster on the reef making off from Brush Point, southerly side of St. Mary's river, and about 400 feet southward of the extreme northwesterly edge of the reef, will be changed from fixed white to fixed red, without other change.

By order of the Light-House Board.

N. H. FARQUHAR,  
Rear Admiral, U. S. Navy, Chairman.

### LETTERS AT DETROIT MARINE POST OFFICE

JUNE 26, 1901.

To get any of these letters, addressees or their authorized agents will apply at the general delivery window or write to the postmaster at Detroit, calling for "advertised" matter, giving the date of this list and paying one cent.

Advertised matter is previously held one week awaiting delivery. It is held two weeks before it goes to the Dead Letter Office at Washington, D. C.

Austin W. B.  
Bieske Herman, Bradley  
Beltz Fred.  
Brant Amos.  
Bentley Chas.  
Benson Otto, Lake Shore  
Crowels Wm.  
Cannon Tom T.  
Caley M. T.  
Champness Chas. S.  
Cumiskey Barney  
Cody Edw. J., Gardner  
Colwell Will 2, Saxon  
Dille Peter 2  
Dooley James, Zenith City  
Eklunk K., Matoa  
Eby Edwin, Hoyt  
Eaid C. T. 2.  
Farrell Patrick 2.  
Fisher Chas., Swain.  
Friesenham Joe  
Fehrle Wm., Case  
Glenmie Geo. D. 2.  
Gore James A.  
Glendon Thos.  
Havelick Jerry  
Jarris Jesse, Iosco  
Hange P. L.  
Inman W. D., Alva  
Knudston Ken, Waldo  
Kobs G., Kaliyuga  
Kristiansen Peter, Chili  
Klein Chas.  
Kristianson Konrad, Mitchell  
Likens Orville, 101  
Lange Chas.  
Lawson James  
Lee Alex.  
Lynn Samuel F.  
Lalonde Levi

Murray Wm. 2, Linn  
Murphy Jno. D., Johnson  
" E. J., Ed. Kelly  
Martell Angus  
Merritt S. W.  
Moran S., Lagonda  
McLaren W. A.  
McGinnis A. O.  
McCann Hugh  
McLennan Libbie  
McCulley Harry  
McKenzie Geo. J.  
McEvoy E. W.  
McLeod Dan., Bayfield  
MacDonald Geo. D.  
Niles Geo. H., Specular  
Nieban J.  
Pheleon Ed., Linn  
Robinson Jas. 2, Bulgaria  
Robinson Sam., Hennepin  
Stowells Lewis, Uranus  
Smith T. C.  
" Fred  
Swarts Chas. A.  
Stewart Douglass  
Smith F.  
Sanscrainte L. P. P.  
Smith Jos. A., Hoyt  
Tesar James, Denver  
Thompson T. M., Matoa  
Trumble Edwin  
Tormey Capt. E.  
Thora Joe., Gladstone  
Wilson Jno., Harold  
Wade Geo., Iron King  
Wall Agnes  
Warner Herbert  
Winter Art, Northern Queen  
Wetherby Jos. C., Pathfinder  
F. B. DICKERSON, P. M.





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### CONTRACTS FOR CARE OF SEAMEN.

Treasury Department,  
Office Supervising Surgeon-General M. H. S.,  
Washington, D. C., June 12, 1901.

The following contracts for the care of seamen entitled to relief from this Service, for the fiscal year ending June 30, 1902, are published for the information of accounting officers of the Treasury Department, disbursing agents, commissioned medical officers and acting assistant surgeons of the Marine-Hospital Service, and customs officers. This circular is to be regarded as official notification of the acceptance of the proposals made by the parties designated. Charges will be allowed for the day of admission of a hospital patient, but not for the day of discharge or death.

Upon admission to a contract hospital of a patient with a disease or injury which, in the opinion of the medical officer, the acting assistant surgeon, or physician in charge of the case, will require more than twenty days' treatment in hospital, the officer issuing the permit will at once request authority from the Bureau to transfer such patient to the nearest marine hospital, provided the patient's condition is such as to admit of transportation.

WALTER WYMAN,

Supervising Surgeon-General U. S. M. H. S.

Approved: O. L. Spaulding, Assistant Secretary of the Treasury.

ASHLAND, WIS.—Dodd's Hospital to furnish quarters, subsistence, nursing, medical attendance, and medicines, at \$1 a day; contagious diseases, \$2 a day, and to provide for the burial of deceased patients, at \$15 each.

ASHTABULA, OHIO.—The medical attendance to be furnished by an acting assistant surgeon; Mrs. Henry Whelpley to furnish quarters, subsistence, and nursing, at \$1 a day; contagious diseases, \$1.50 a day; John Ducro & Sons to provide for the burial of deceased patients, at \$13.50 each.

BUFFALO, N. Y.—The medical attendance to be furnished by a medical officer of the Marine-Hospital Service; Buffalo Hospital (Sisters of Charity) to furnish quarters, subsistence, nursing, and medicines, at \$1 a day; the health commissioners of the city of Buffalo to care for contagious diseases, at \$2 a day; Thomas V. Ray to provide for the burial of deceased patients, at \$7.50 each.

CHICAGO, ILL.—Hospital patients to be cared for in the United States Marine Hospital; B. E. Arntzen to provide for the burial of deceased patients, at \$15.50 each.

CINCINNATI, OHIO.—Hospital patients to be cared for in the United States Marine Hospital; dispensary at the hospital, southeast corner of Third and Kilgour streets; Geo. W. Kerschner to provide for the burial of deceased patients, at \$10 each.

CLEVELAND, OHIO.—Hospital patients to be cared for in the United States Marine Hospital; Hogan & Co. to provide for the burial of deceased patients, at \$13 each, and to furnish ambulance service, at \$2 for each trip.

DETROIT, MICH.—Hospital patients to be cared for in the United States Marine Hospital; Chas. N. Flattery to provide for the burial of deceased patients, at \$7 each.

DULUTH, MINN.—The medical attendance to be furnished by an acting assistant surgeon; St. Luke's Hospital Association to furnish quarters, subsistence, nursing, and medicines, at 80 cents a day; Charles J. Stewart to provide for the burial of deceased patients, at \$16 each.

ERIE, PA.—The medical attendance to be furnished by an acting assistant surgeon; the St. Vincent's Hospital Association to furnish quarters, subsistence, nursing, and medicines, at 70 cents a day.

ESCANABA, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Delta County Hos-

pital to furnish quarters, subsistence, and nursing, at \$1 a day.

EVANSVILLE, IND.—Hospital patients to be cared for in the United States Marine Hospital; R. Smith to provide for the burial of deceased patients, at \$10.75 each.

GRAND HAVEN, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Anna Farnham to furnish quarters, subsistence, and nursing, at \$1 a day.

GREEN BAY, WIS.—The medical attendance to be furnished by an acting assistant surgeon; Ellen H. Hume to furnish quarters, subsistence, nursing, and medicines, at \$1 a day.

LUDINGTON, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Mrs. H. D. Linsley to furnish quarters, subsistence, and nursing, at 80 cents a day.

MANITOWOC, WIS.—The medical attendance to be furnished by an acting assistant surgeon; the Holy Family Hospital to furnish quarters, subsistence, nursing, and medicines, at \$1 a day; C. & W. Frazier to provide for the burial of deceased patients, at \$12 each.

MANISTEE, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Mercy Hospital to furnish quarters, subsistence, nursing, and medicines, at 50 cents a day.

MARQUETTE, MICH.—The medical attendance to be furnished by an acting assistant surgeon; St. Mary's Hospital to furnish quarters, subsistence, nursing, and medicines, at \$1 a day.

MENOMINEE, MICH.—The medical attendance to be furnished by an acting assistant surgeon; St. Joseph's Hospital to furnish quarters, subsistence, nursing, and medicines, at \$1 a day; contagious diseases, at \$3 a day; M. H. Kern to provide for the burial of deceased patients, at \$12 each.

MILWAUKEE, WIS.—The medical attendance to be furnished by an acting assistant surgeon; St. Mary's Hospital to furnish quarters, subsistence, nursing, and medicines, at \$1 a day; the commissioner of health of the city of Milwaukee to care for contagious diseases, at \$2 a day; patients who require hospital treatment and whose condition, in the opinion of the acting assistant surgeon, will permit their transportation with perfect safety, will be sent to the marine hospital at Chicago, Ill.; Geo. L. Thomas to provide for the burial of deceased patients, at \$16 each.

OGDENSBURG, N. Y.—The medical attendance to be furnished by an acting assistant surgeon; Ogdensburg City Hospital to furnish quarters, subsistence, nursing, and medicines, at \$1 a day; contagious diseases, at \$2 a day; L. McGillis to provide for the burial of deceased patients, at \$15 each.

OSWEGO, N. Y.—The medical attendance to be furnished by an acting assistant surgeon; the Oswego Hospital to furnish quarters, subsistence, nursing, and medicines, at \$1 a day; John F. Dain & Son to provide for the burial of deceased patients, at \$15 each.

PORT HURON, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Port Huron Hospital and Home to furnish quarters, subsistence, and nursing, at \$1 a day; George Thompson to provide for the burial of deceased seamen, at \$5.75 each.

SAGINAW, MICH.—The medical attendance to be furnished by an acting assistant surgeon; St. Mary's Hospital to furnish quarters, subsistence, nursing, and medicines, at 90 cents a day; contagious diseases, at \$2 a day.

SANDUSKY, OHIO.—The medical attendance to be furnished by an acting assistant surgeon.

SAULT STE. MARIE, MICH.—The medical attendance to be furnished by an acting assistant surgeon; Sault (Michigan) General Hospital to furnish quarters, subsistence, nursing, and medicines, at the rate of \$1.10 a day; Jacob Vanderhook to provide for the burial of deceased patients, at \$12 each.

STURGEON BAY, WIS.—The medical attendance to be furnished by an acting assistant surgeon; Maggie Dunlap

Minor to furnish quarters, subsistence, and nursing, at \$1 a day; Henry J. Hahn to provide for the burial of deceased patients, at \$13.50 each.

SUPERIOR, WIS.—The medical attendance to be furnished by an acting assistant surgeon; Belle Rosser to furnish quarters, subsistence, nursing, and medical attendance, at 85 cents a day.

TOLEDO, OHIO.—The medical attendance to be furnished by an acting assistant surgeon; the Toledo Hospital to furnish quarters, subsistence, nursing, and medicines, at 80 cents a day; contagious diseases, at \$1.50 a day, and to provide for the burial of deceased patients, at \$12 each.

The rate of charge for seamen from foreign vessels, admitted under the act of March 3, 1875, is hereby fixed at the uniform rate of \$1 a day.

### NOTICE TO MARINERS.

DOMINION OF CANADA—ONTARIO.

PELEE PASSAGE LIGHT-HOUSE.—On June 1st, 1901, the foundation of a light-house was sunk by the Government of Canada in 13 feet of water on the north end of the Middle Ground in Pelee Passage, Lake Erie.

Lat. N. 41° 51' 15".

Long. W. 82° 34' 35".

The foundation consists of a steel caisson in the form of a frustum of a cone, to be filled with masonry, and surmounted by a steel tower. The caisson is surrounded by a polygonal timber cribwork rising 5 feet above the water. The steel work is now 9 feet above the water. A derrick rises from the middle of the structure.

During construction two temporary, fixed, white lights will be shown from lens lanterns hoisted on poles to a height of 20 feet above the level of the lake. The two lights will be distant 40 feet N. 72° E., and S. 72° W., from each other. As the work progresses the lights will be raised so that they will always show over the completed portion.

From the pier Pelee Island light-house bears S. W. by W. 7/8 W. (S. 64° 10' W., true), distant 2.7 (3 1-5) miles; Point Pelee (the Dummy) light-house pier, E. N. E. 1/2 E. (N. 71° 20' E., true), distant 3.6 (4 1-10) miles; and Middle Ground gas buoy, N. E. by E. 7/8 E. (N. 65° E., true), distant .44 (1/2) mile. From the gas buoy to Southeast shoal gas buoy the course is E. S. E.

There are 20 feet or more water within 1/4 mile of the pier on the west, north, and east sides, and it is intended to mark the 20-foot contour from the north round to the east of the Middle Ground by three black spar buoys, to be maintained throughout the present season of navigation.

With a reliable light on the Middle Ground, mariners are advised to shape a course that will lead them much closer to it than that they have been accustomed to follow. They should pass half a mile north of the light-house.

PELEE SPIT LIGHT TO BE DISCONTINUED.—From and after 1st July, 1901, the temporary light maintained on the ruins of the old crib on Pelee spit (the Dummy) will be permanently discontinued. In consequence of the partial demolition of the crib by storm, the summit is inaccessible if any sea is running.

TEMPORARY LIGHT ON STAG ISLAND SHOAL.—A temporary, fixed, white light is now shown from a lantern suspended about 5 feet above the water on poles driven on the shoal extending south from Stag Island, St. Clair river, which will be maintained until the stronger mast light can be rebuilt. The light is located about 50 feet north of the position of the mast carried away.

F. GOURDEAU,

Deputy Minister of Marine and Fisheries.

Department of Marine and Fisheries, Ottawa, Canada,  
5th June, 1901.

"Harry," she said thoughtfully. "What is it?" responded the worried business man, rather shortly. "I wish you could rearrange your business a little bit." "How?" "So as to be a bear on the stock exchange instead of at home." —Ex.



## THE SIZE OF OCEAN WAVES.

In the current number of Knowledge is given the third of a series of articles on the "Size of Ocean Waves," by Vaughan Cornish. Mr. Vaughan gives an interesting table averaging the height of the waves with the strength of the wind, and in the course of his remarks says: "I am trying in these articles to tell what is known about the size of ocean waves, and how that knowledge has been obtained. I have now reached the point to which one comes sooner or later in almost every inquiry, when it is advisable to look more closely into the meaning of the word which designates the thing investigated. For research in natural phenomena I prefer this plan to that of beginning with a definition. We find the surface of the sea covered with a series of ridges and furrows which are not uniform on the one hand, but have on the other hand only a moderate range of size. There are of course wavelets also present, but these are easily distinguished from the greater waves which we want to measure. The difference in size between succeeding ridges seems to be mainly due to the existence of two or more sets of undulations each of which may be regular. An illustration of this may be obtained by watching one wave crest as it advances. The changes of form which it undergoes are readily understood on the supposition that one billow is catching up and passing another. These changes are the same as those shown in the figures in passing from crest to crest of the combined wave. Now if we want to know the size of ocean waves it is evident that we must make up our minds whether we mean the size of the ridges and furrows which at the time actually constitute the surface of the ocean, or, on the other hand, the size of the constituent undulations the superposition of which constitutes those ridges and furrows."

## TWELFTH DISTRICT LIFE-SAVING SERVICE.

SUPT. CHAS. MORTON, GRAND HAVEN, MICH.

The following is a list of the location of life-saving stations, with the names of keepers, in the 12th district. The number of the district was changed last year from the 11th to the 12th.

STATIONS.	KEEPERS.
Chicago, Ill. ....	Capt. William L. Andres
Old Chicago, Ill. ....	Capt. Henry Linnigen
Evanston, Ill. ....	Capt. Lawrence O. Lawson
Racine, Wis. ....	Capt. Geo. Breckenfeld
Milwaukee, Wis. ....	Capt. Charles Carland
Kenosha, Wis. ....	Capt. Benj. G. Cameron
Frankfort, Mich. ....	Capt. George Morency
Manistee, Mich. ....	Capt. John Hanson
Kewaunee, Wis. ....	Capt. Nelson Craite
Two Rivers, Wis. ....	Capt. Joseph Dionne
Plum Island, Wis. ....	Capt. Ingar Olsen
Pentwater, Mich. ....	Capt. M. Ewald
Sturgeon Bay Canal, Wis. ....	Capt. Carl Anderson
Charlevoix, Mich. ....	Capt. Frank Fountain
North Manitou Island, Mich. ....	Capt. T. St. Peter
Point Betsie, Mich. ....	Capt. Harrison Miller
Grand Point au Sable, Mich. ....	Capt. John A. Ne son
Ludington, Mich. ....	Capt. Adam N. Weckler
White River, Mich. ....	Capt. Charles Lysaght
Muskegon, Mich. ....	Capt. Henry Woods
Grand Haven, Mich. ....	Capt. John Lysaght
Holland, Mich. ....	Capt. Peter Jensen
South Haven, Mich. ....	Capt. Lew Matthews
St. Joseph, Mich. ....	Capt. William L. Stevens
Michigan City, Ind. ....	Capt. Allen A. Kent
South Chicago, Ill. ....	Capt. Angus G. Morrison
Sheboygan, Wis. ....	Capt. William Nequette
Bailey's Harbor, Wis. ....	Capt. Peter Olsen
Beaver Island, Mich. ....	Capt. Owen Gallagher

## SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising or setting will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset, by reversing the east bearing given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting. The bearing may be taken when the Sun's center is on the horizon, rising or setting. The elements which may be obtained by taking these amplitudes are the quantities known as local attraction, variation and deviation, or the total difference between compass and true, or geographical bearings.

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.					
Date.	Amplitude.	Bearing P'ts.	Bearing Comp.		
June 29....	E. 32° N. = N. 5½ E. = N. E. by E. ½ E.				
July 2....	E. 32° N. = N. 5½ E. = N. E. by E. ½ E.				
July 5....	E. 32° N. = N. 5½ E. = N. E. by E. ½ E.				
LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.					
Date.	Amplitude.	Bearing P'ts.	Bearing Comp.		
June 29....	E. 33° N. = N. 5 E. = N. E. by E.				
July 2....	E. 33° N. = N. 5 E. = N. E. by E.				
July 5....	E. 33° N. = N. 5 E. = N. E. by E.				
N. END LAKES HURON AND MICHIGAN, LAT. 46° N.					
Date.	Amplitude.	Bearing P'ts.	Bearing Comp.		
June 29....	E. 34° N. = N. 5 E. = N. E. by E.				
July 2....	E. 34° N. = N. 5 E. = N. E. by E.				
July 5....	E. 34° N. = N. 5 E. = N. E. by E.				
LAKE SUPERIOR, LAT. 48° N.					
Date.	Amplitude.	Bearing P'ts.	Bearing Comp.		
June 29....	E. 36° N. = N. 4¾ E. = N. E. ¾ E.				
July 2....	E. 36° N. = N. 4¾ E. = N. E. ¾ E.				
July 5....	E. 36° N. = N. 4¾ E. = N. E. ¾ E.				

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

## VISIBLE SUPPLY OF GRAIN.

As compiled for THE MARINE RECORD, by George F. Stone, Secretary Chicago Board of Trade.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo .....	1,720,000	741,000	737,000	53,000	174,000
Chicago .....	5,790,000	5,897,000	3,282,000	173,000	1,000
Detroit .....	203,000	136,000	1,000	3,000	2,000
Duluth .....	4,675,000	2,553,000	1,156,000	16,000	42,000
Fort William, Ont. ....	1,215,000				
Milwaukee .....	383,000	612,000	285,000	3,000	16,000
Port Arthur, Ont. ....	120,000				
Toledo .....	123,000	700,000	186,000	4,000	
Toronto .....	50,000		1,000		30,000
On Canals .....	216,000	353,000	326,000	8,000	
On Lakes .....	1,164,000	1,115,000	227,000	17,000	2,000
On Miss. River .....					
Grand Total .....	32,903,000	17,186,000	10,601,000	559,000	484,000
Corresponding Date, 1900 .....	45,524,000	12,162,000	5,838,000	787,000	731,000
Increase .....					
Decrease .....	2,227,000	85,000	231,000	57,000	62,000

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

Nervous lady passenger (to deck hand)—"Have you ever seen any worse weather than this, Mr. Sailor?" Deck hand—"Take a word from an old salt, mum; the weather's never very bad while there's any females on deck amakin' henquiries about it."—Fun.

## REPORTED BY THE LOOKOUT.

Mr. Denny, of Dumbarton, the world renowned Scotch shipbuilder is about starting on a trip to Canada and may likely cross the border line so as to visit American lake ports.

Capt. Charles Carland, keeper of the Milwaukee life-saving crew, has been suspended by order of Secretary Gage. He preferred charges of insubordination against two of his men, but as a result of the examination he lost his own position.

The Oconto Business Men's Association has started a movement for the improvement of the harbor. A petition will be sent to Congress asking that an appropriation be made in the next river and harbor bill for the purpose of widening and deepening the stream.

Wife—Henry, what was the matter with you when you came home last night?

Husband—Nothing that I know of. Why?

Wife—Well, you kept walking around the bed with your hand on the railing, saying, "Here's the banisters, all right, but where's the stairs?"—Ex.

Some time ago it was announced that negotiations were on foot for the amalgamation of the Niagara River Navigation Co. with the Richelieu & Ontario Navigation Co. The story was denied at the time but it is learned on the highest authority that negotiations to that end are actually under way and may be consummated within a few days.

A girl residing in Richmond, Va., has recovered \$500 damages from a steamboat company for naming a boat after her without her permission. She took exceptions to the paragraph stating that "Mattie Marshall, having been thoroughly scrubbed, painted, refitted with new boilers, will hereafter serve as mail carrier, and poke her pretty nose in the river business for all she's worth."

The Nautical Gazette, New York, says that the steamer Empire State, which through sheer old age sprung a leak and had to be beached in the St. Lawrence recently, in order to save the lives of 500 or more excursionists, is none less than the Sylvan Stream, that transported Harlemites to and from Peck Slip forty years ago. She was sold for service on the St. Lawrence river ten years ago.

An English literary writer says that the time is fully ripe for the advent of a sailor poet and the marine engineer poet. "Whether they write in terms of rhyme or no I care not. A virgin field awaits them, a noble inheritance, maturing for ages. They can, if they come, utterly refuse the false and foolish prattle of the armchair philosophers, and prove triumphantly that so far from the romance and poetry of the sea being dead it has hardly yet been given any adequate expression, whatever."

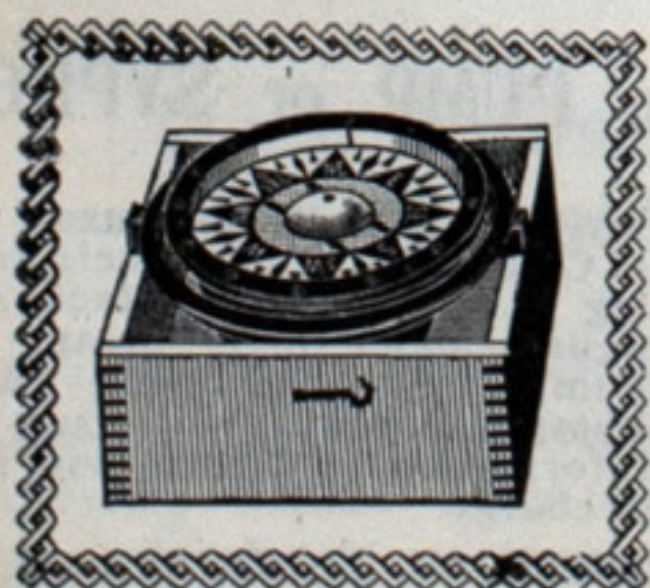


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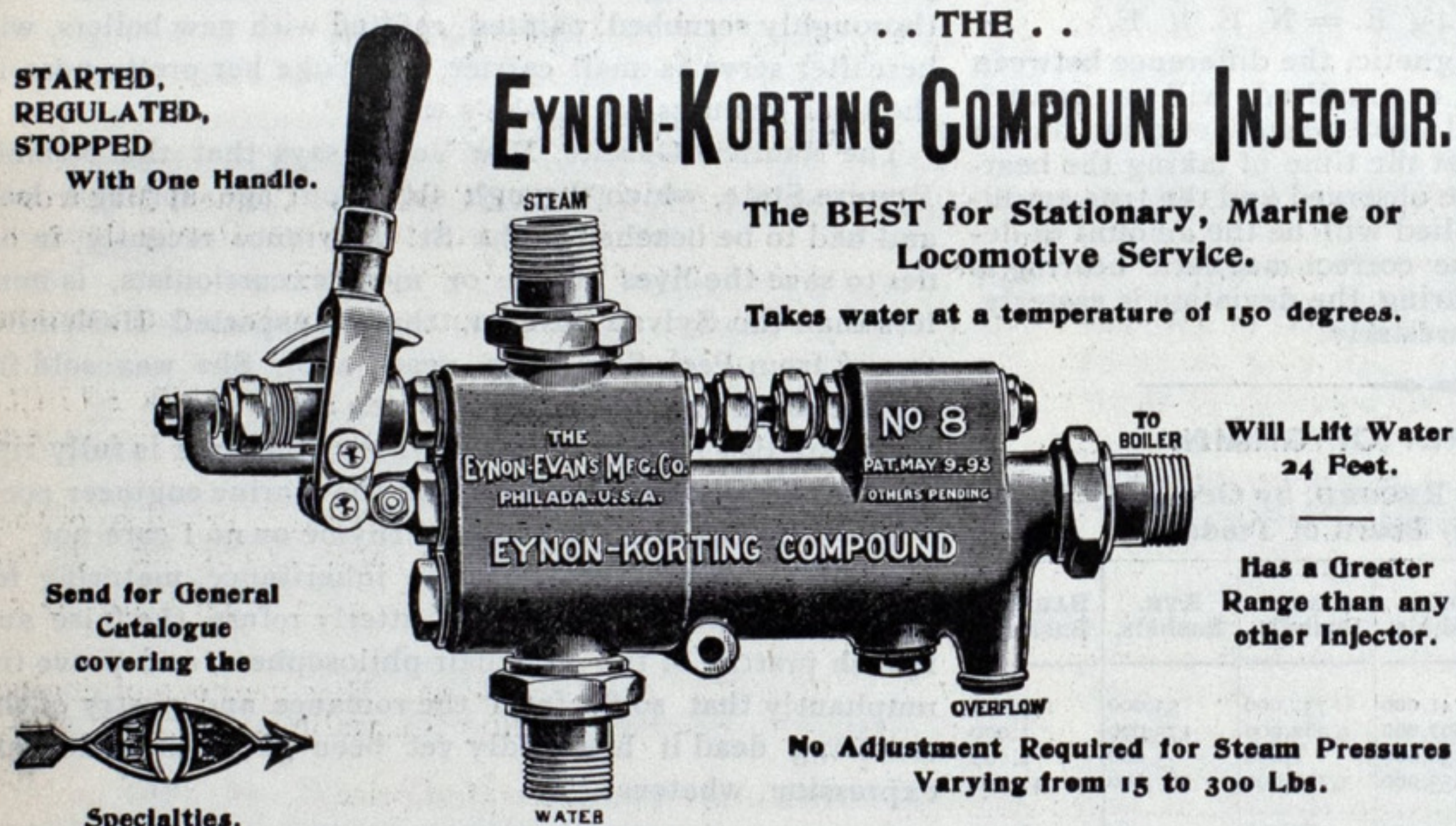
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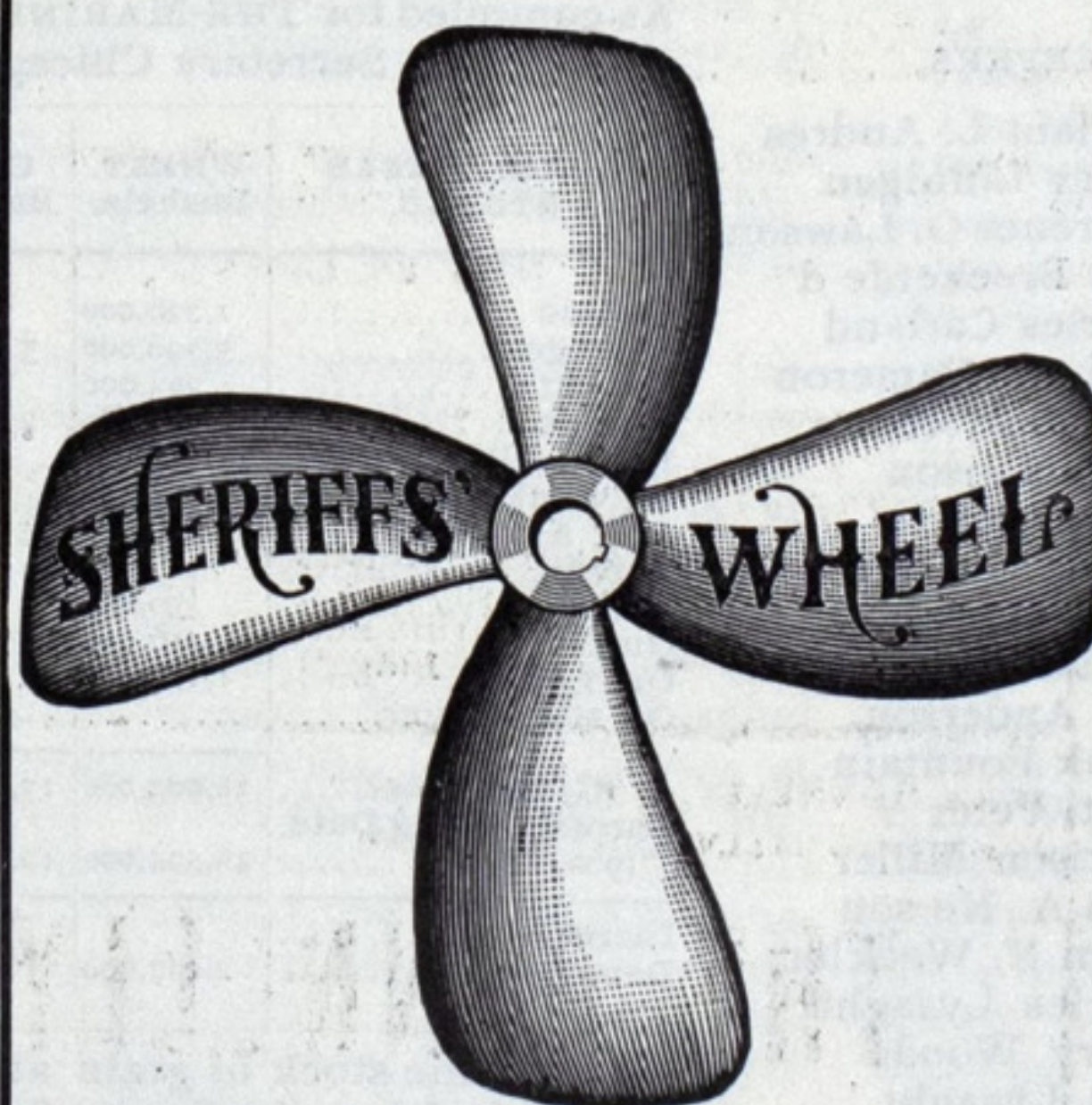
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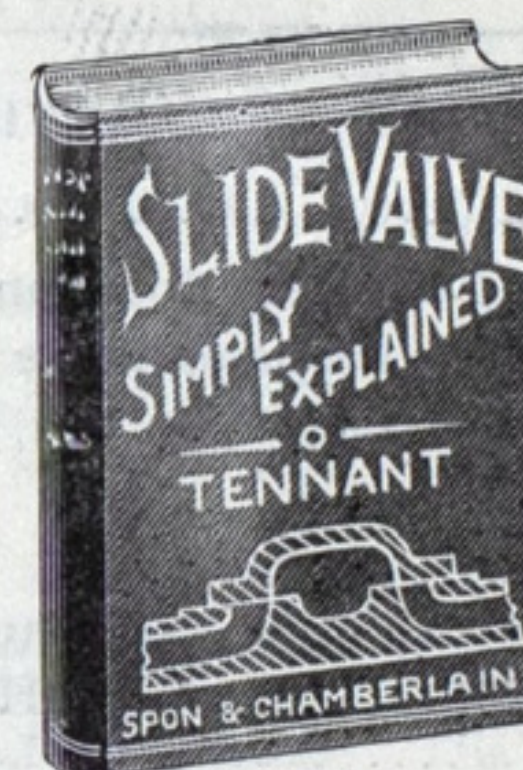
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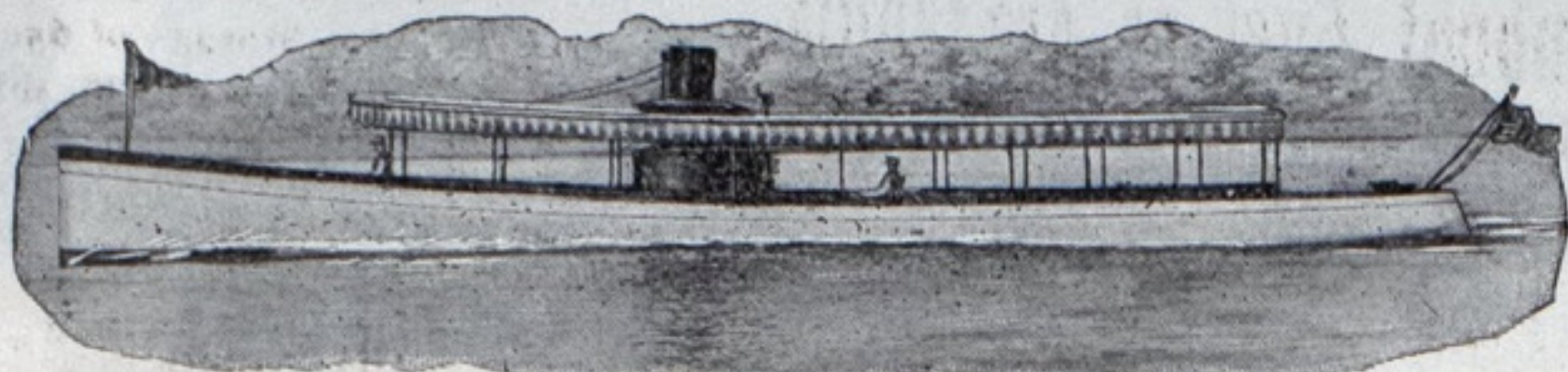
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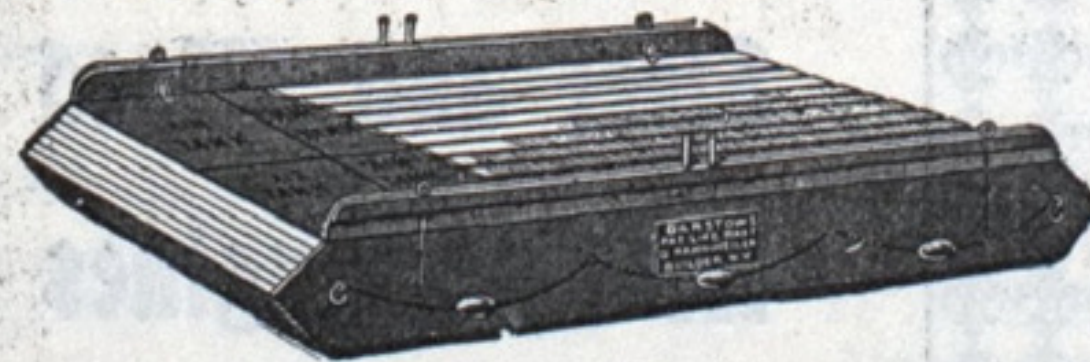
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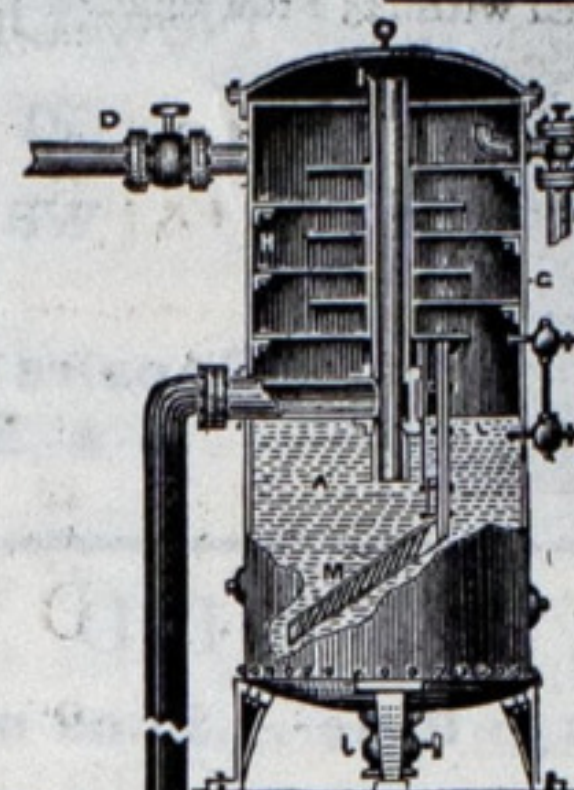
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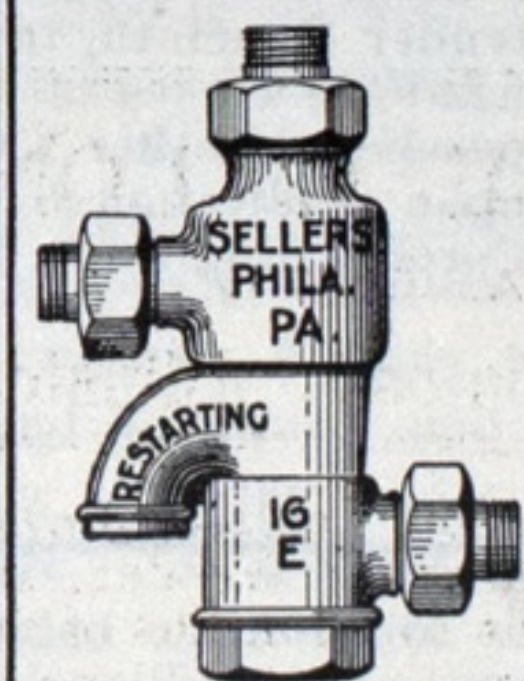
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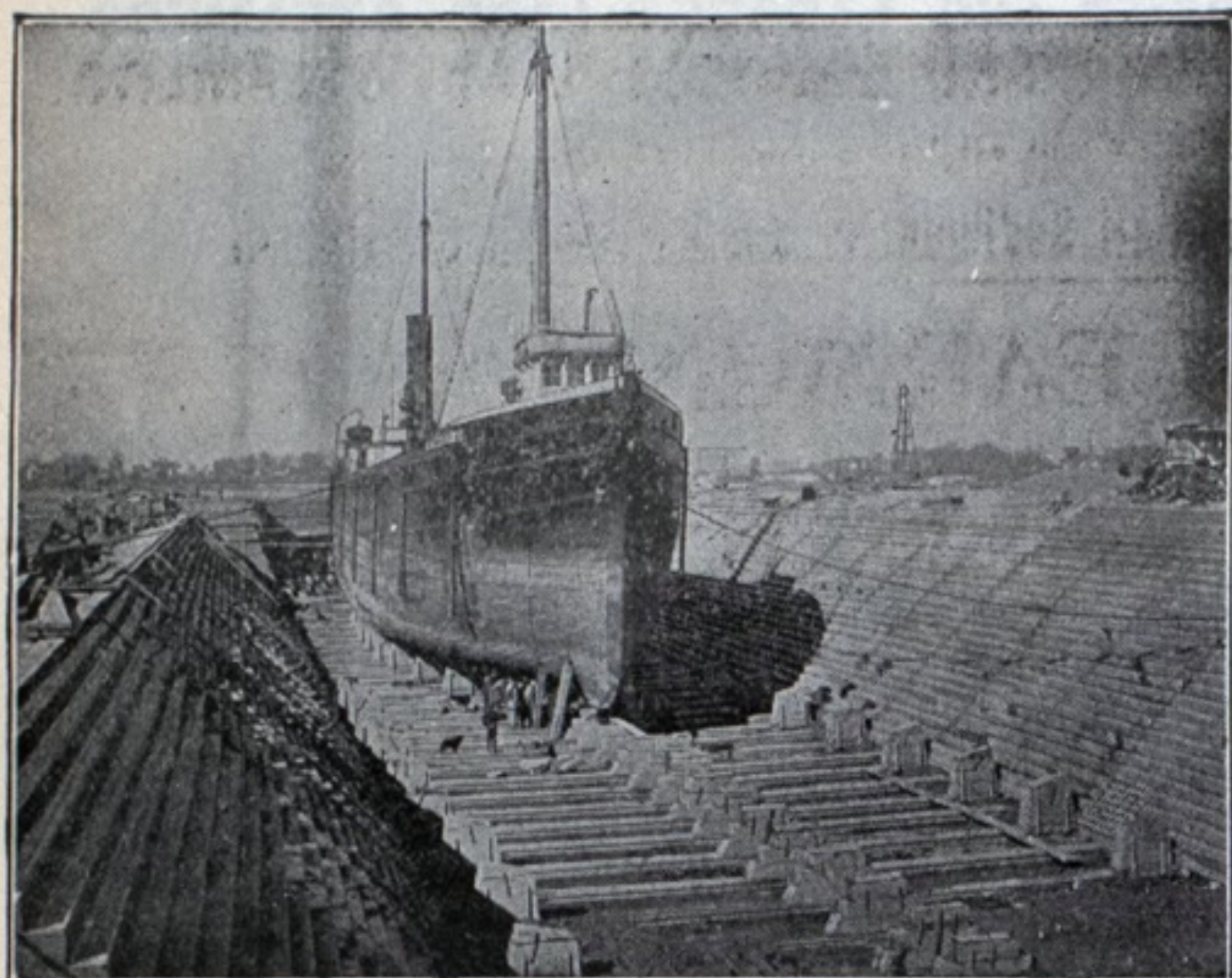
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